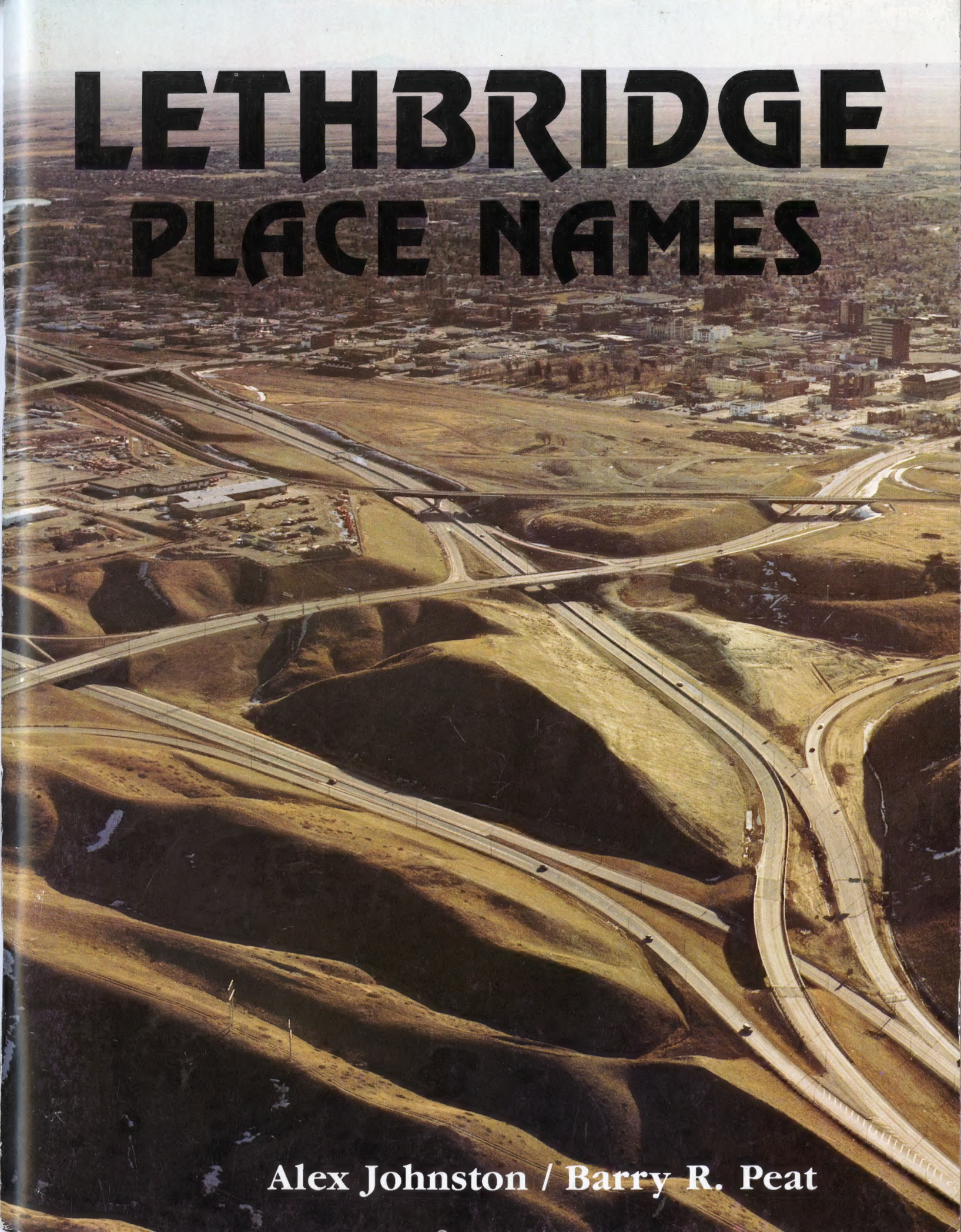
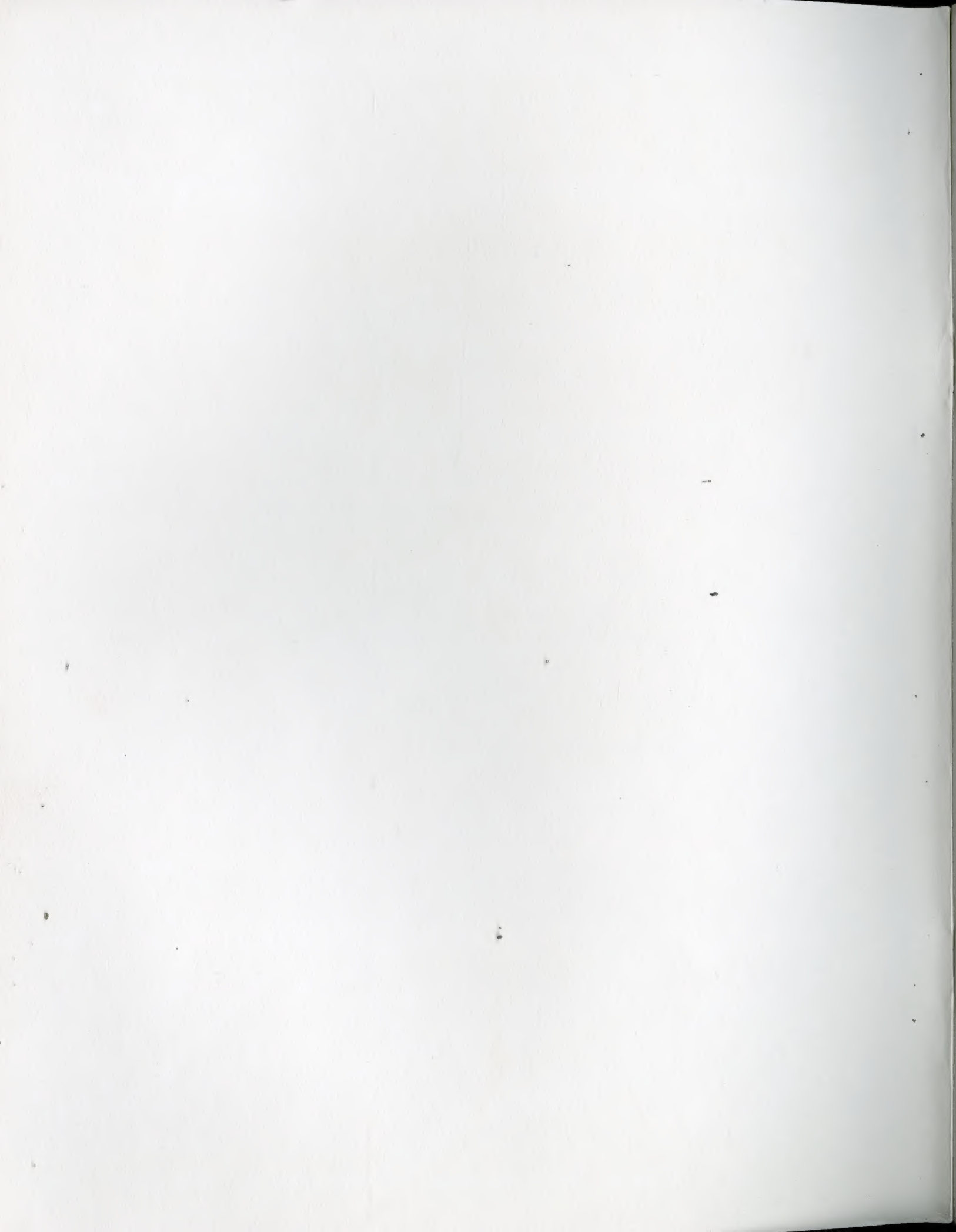


LETHBRIDGE PLACE NAMES

An aerial photograph of Lethbridge, Alberta, Canada. The foreground is dominated by a large, multi-level highway interchange with several overpasses and ramps. A river, likely the Kananaskis River, flows through the middle ground, curving around the highway. In the background, the city of Lethbridge is visible, with various buildings and structures. The overall scene is captured in a sepia or aged color palette.

Alex Johnston / Barry R. Peat



135

\$8.50

let

new

LETHBRIDGE PLACE NAMES AND POINTS OF INTEREST

Cover: The western approaches to the City of Lethbridge, fall 1986.
Photograph by Edward A. (Ed) Keeling, A. E. Cross Studio, Lethbridge.



William Lethbridge, 1825-1901, after whom the City of Lethbridge was named. The city developed from drift mines opened by Nicholas Sheran (1874) and the North Western Coal and Navigation Company, Limited (1882), whose president was William Lethbridge. Names that have been used to identify the Lethbridge area include the Blackfoot Aksaysim, also transliterated as Aksiiksabko or Steep Banks, Mek-kio-towaghs, also Miiksskoowa, variously translated as Painted Rock, Red Painted Rock, or Medicine Stone, Assini-etomochi, also Asinaawa-iitomottsaaawa, or Where We Slaughtered the Crees, and Sik-oob-kotok, Black/Rocks or Coal; the Sarcee Chadish-kashi, Black/Rocks; the Cree Kuskusukisay-guni, Black/Rocks; the Stony Ipubin-saba-akabin, or Digging Coal; and the European names,

The Coal Banks, Coalbanks, Sherans, Sheran's Ferry, The Crossing, Ferry Crossing, The Colliery, Newlethbridge, Lethbridge Colliery, Upper and Lower Town, Coalhurst, and, officially since 15 October 1885, Lethbridge. (The name Lethbridge was in common, if unofficial, use for the riverbottom community at least as early as May 1884 — and probably earlier!) Before settlement the area where Lethbridge is located was known as The Arid Region. When geological surveys around 1880 revealed an abundance of coal, it was called The Belly River Coal District. After the Galts introduced irrigation to counter The Arid Region image around 1900, the locality was called The Irrigated District. Finally, as an aid to land sales after the rush of dryland settlement started about 1905, the non-irrigable portion was called The Winter Wheat Lands.

LETHBRIDGE PLACE NAMES AND POINTS OF INTEREST

by

Alex Johnston and Barry R. Peat

Occasional Paper No. 14

Whoop-Up Country Chapter
Historical Society of Alberta
P.O. Box 974
Lethbridge, Alberta
T1J 4A2

1987

Copyright © 1987 by the City of Lethbridge. Crown copyright reserved. No part of this book may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, or by any information storage and retrieval system, without permission in writing from the publishers.

Printed and bound in Canada
By **Graphcom Printers Limited**, Lethbridge.

Canadian Cataloguing in Publication Data

Johnston, Alex
Lethbridge: Place Names

(Occasional papers / Whoop-Up Country Chapter, Historical Society of Alberta; no. 14
Includes Index.
Bibliography: p. 77-78
ISBN 0-919224-64-4

1. Names, Geographical — Alberta — Lethbridge Region.
2. Lethbridge Region (Alta.) — History Local.
- I. Peat, Barry (Barry Richard) II. Historical Society of Alberta. Whoop-Up Country Chapter III. Title. IV. Series: Occasional paper (Historical Society of Alberta. Whoop-Up Country Chapter); no. 14.

FC3699.L48J65 1987 971.23'4 C87-090023-4
F1079.5L5J65 1987

Contents

Maps	5
Acknowledgements	6
Introduction	7
Chapter 1: Roads and Trails	9
Chapter 2: Streets and Subdivisions	17
Chapter 3: Parks and Playgrounds	31
Chapter 4: Schools	43
Chapter 5: Points of Interest	51
Appendix: The Municipal Government Act	74
By-law No. 2528 adopting a street identification policy	74
Policy for Municipal Names Committee	74
Post-war Town Planning Commission	76
Bibliography	77
Index	79

Maps

The study area	Back page
Whoop-Up Country	11
The 1885 town plan	19
Annexations, 1913-1984	25
Future West Lethbridge subdivisions	28
Lethbridge in c.1912	34
Lethbridge in 1987, subdivisions	35
Boundaries and town plan, 1890	40
Schools, 1987	48
Parks and open spaces, 1987	52
River valley parks and transportation network	53
Fort Whoop-Up Flats	69

Acknowledgments

The need for a publication on the place names of Lethbridge was identified by the Sir Alexander Galt Museum Advisory Committee under the chairmanship of Mary Skelton.

We wish to thank the following persons, all of whom helped in many ways: D. Tracy Anderson, agronomist; Henry R. Anderson, teacher, Lethbridge Collegiate Institute; Algernon P. (Al) Baines, Pemmican Club member; Bosco Baptista, Separate School District No. 9; Robert M. Bartlett, City Manager; William McFee Brown, Urban Parks Project director; Sheila Buelow, Community Program supervisor; Douglas J. Card, broadcaster; James H. Carpenter, retired Chief of Police; June Carpenter, Historical Society newsletter editor; Carolyn Coutts, City Clerk typist; Lucille Dalke, executive Historical Society; Hugh A. and Pauline Dempsey, historians; Andy A. den Otter, historian; W. J. Elliott, supervisor Galt Museum; L. Gregory Ellis, archivist Galt Museum; E. A. (Al) Fontana, Land Management Department, Blood Tribal Administration; Georgia Green Fooks, teacher Lethbridge

Community College; Leo Fox, Blood linguist, and tribal elders; John Gerla, City Clerk; Ray Golliffe, ORRPC subdivision planner; Sister Francis Gough, FCJ; Helen Henderson, Planning superintendent and member Municipal Names Committee; George Higa, Engineering Design supervisor; Douglas Hudson, City Solicitor; Effie Karamitsanis, Alberta Culture Historic Sites Service; Edward A. (Ed) Keeling, A. E. Cross Studio; Patricia A. Marshall, assistant archivist Galt Museum; James Matthews, Community Services; Leonard J. McKenzie, educator; George (Buster) Morden, retired farmer; Tracy Nemeth, Urban Parks planner; Ronald J. Peterson, Parks and Facilities director; Sid Pollock, Electric Design supervisor and chairman Municipal Names Committee; M. Jean Potts, assistant City Clerk; Brian Reeves, archaeologist; Frank A. Russell, farmer-rancher; Richard Shockley, technician Galt Museum; Wm. H. S. Skelton, Museum Advisory Committee; A. Douglas Smith, agronomist; Marie Sorgard, writer; Carlton R. Stewart, photographer-printer; Audrey Swedish, writer; Emil S. Vaselenak, retired teacher; and Margaret Wheeler, librarian-indexer.

Introduction

Five hundred generations of people traversed this region before the coming of the whites. They named its physical features, not once but many times as native cultures waxed and waned. But few Indian names are now used except in translation. Local examples of such names, all Blackfoot, are *Sik-oob-kotok* (Black/Rocks or The Coal Banks), *Aksaysim* or *Aksiiksabko* (Steep banks), *Assini-etomotchi* or *Asinaawa-iitomottsaaawa* (Where we slaughtered the Crees), *Mek-kio-towaghs* or *Miiksskoowa* (Red Stone or Medicine Stone), *Mokowans* (Belly River) and *Napi-tabta* (Old man/River).

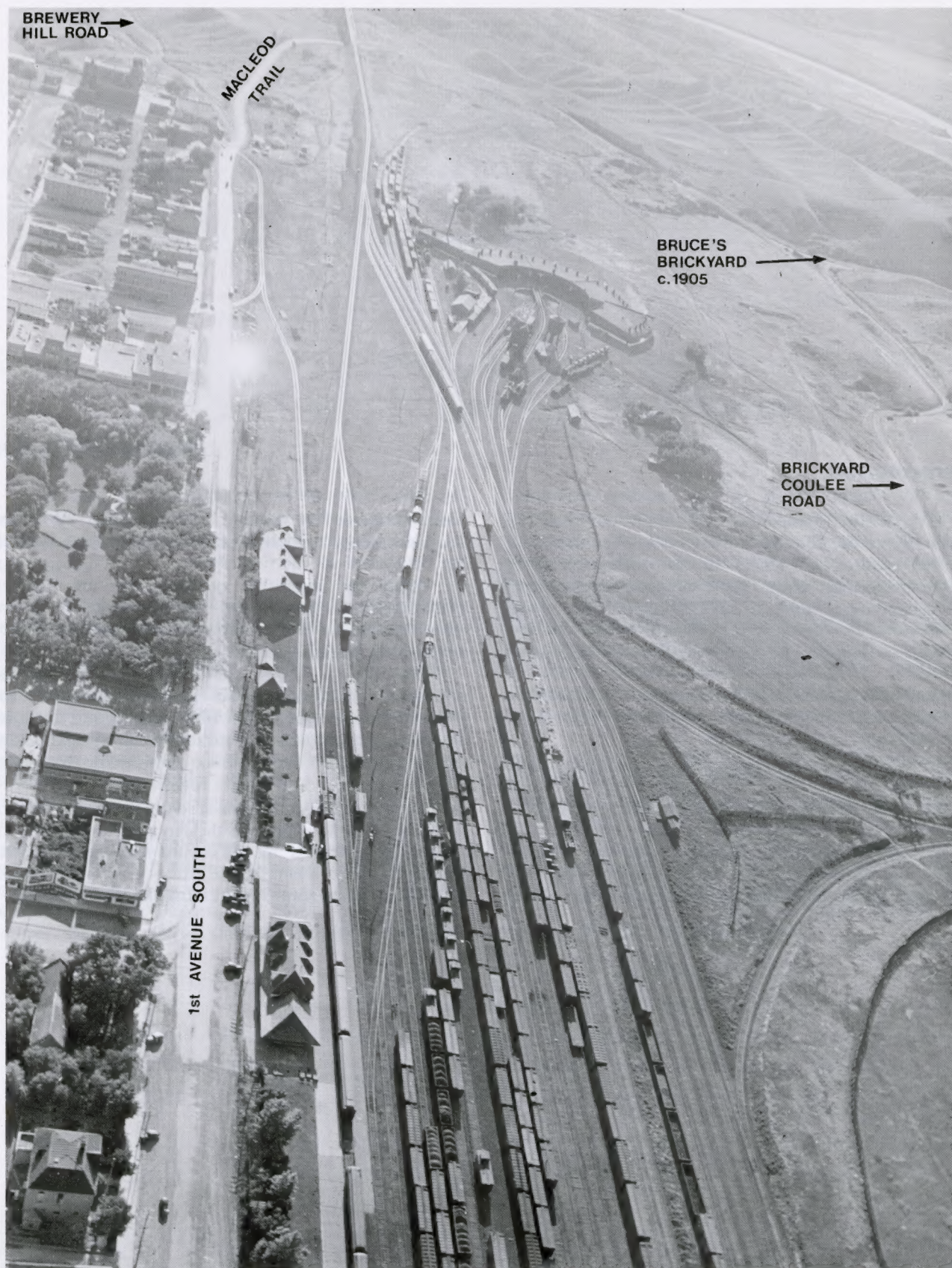
In 1866 George Washington Houk, a prospector from Fort Benton, Montana Territory, rode across the future site of Lethbridge. All he saw was miles and miles of grassland. There were trees in the nearby river valley but none at all on the windswept prairie. Charles Alexander Magrath crossed the same locality with survey parties in 1880 and 1881 and, in the 600 miles between Fort Ellice on the

Assiniboine and Fort Macleod on the Old Man's River, saw only one squatter: Nicholas Sheran on the west bank of the Belly river at The Coal Banks.

Today the region is occupied by the City of Lethbridge. It is covered now with the names its citizens have imposed on it, and the names contain their history as the seed contains the tree.

The purpose of this study is to list and discuss the derivation of many of the place names used to identify the physical features, roads and trails, streets and avenues, parks and playgrounds that make the City of Lethbridge unique. A particular effort is made to list and discuss names once current but now largely forgotten.

The area covered by this study is the 1986 limits of the City of Lethbridge plus the lands in the County of Lethbridge involved in the county/city joint general municipal plan. Generally, the latter consists of a three-mile wide buffer zone surrounding the city limits.



Looking west along 1st Avenue South and the Macleod Trail, about 1946. Bruce's Brickyard was located at the junction of Macleod Trail and the Brickyard Coulee Road; the coulee was later used as a landfill site. The Macleod Trail described an S-shaped curve before crossing the bridge over the Oldman River off the photograph to the right. This curve was the scene of many mishaps and at least eight traffic fatalities, four in one accident. It gained the name of Suicide Corner because it was so dangerous. The tracks were moved in 1980-1986 and the area was called CentreSite. In 1987 the CPR Station (lower left) was redeveloped as the Lethbridge Health Unit and the Park Place Mall was under construction.

Chapter 1

Roads and Trails

The first faint trails on the Lethbridge townsite were made by dog, later horse, travois as native people in their seasonal travels converged on an ancient ford, now the site of the Sixth Avenue Bridge, to cross the river they called *Mokowans*, or Belly. The ford had an excellent approach from the east but that from the west tended to be precipitous. Because the ford does not figure in Blackfoot oral tradition, it likely was not widely known. Nevertheless, for centuries before the coming of the whites it must have been familiar to the tribes of the immediate region as a reliable place to cross the river.

In 1869 John Jerome Healy and Alfred Baker Hamilton established a post called Fort Hamilton, later named Fort Whoop-Up, at the junction of the St. Mary and Belly [now Oldman] Rivers. Supplies came from Fort Benton, Montana Territory, by bull train over the Whoop-Up or Benton Trail. Buffalo hides and wolf skins made up the cargo on the return trip. In June 1874 Nicholas Sheran established a ferry near Fort Whoop-Up and began to quarry coal from a nearby 18-inch thick seam in his spare time. (George Mercer Dawson in 1881 referred to this operation as Sheeran's [sic] Upper Diggings.)

In October 1874, sensing a business opportunity, Sheran moved his ferry downriver from Whoop-Up Flats to the old ford, soon to be known as Sheran's Crossing. There he began to quarry coal from a five-foot thick, three-quarter-mile long, exposed seam easily seen in its black nakedness. It had been known to the Blackfoot since their arrival in the region as *Sik-ooh-kotok* (Black/Rocks), translated by the whites as The Coal Banks. Both of Sheran's moves were made in response to changing economic times.

Even by 1874 the buffalo, wolf and other furbearers of the region had been greatly reduced in numbers. No longer able to get a cargo of robes, hides and skins, the empty wagons in November 1875 began to call at Nick Sheran's Mine and the traders began to load up with coal at \$5 per ton for sale in Fort Benton at \$25 per ton. The Whoop-Up Trail split at 15-Mile Butte [now Temple Hill, Raymond], with the northerly branch going to The Coal Banks [now Lethbridge] and on to the Fort Macleod and Calgary regions. The southerly fork to Fort Whoop-Up, Slide-out and other posts fell into disuse.

Sheran's move from Whoop-Up Flats to the Crossing was dictated by the presence in the region of the North-West Mounted Police. The Force had been sent west to bring law and order to what is now southern Alberta. Its men entered and searched Fort Whoop-Up on 9 October 1874 and established the first Fort Macleod on 13 October. The NWMP post, and the nondescript settlement that grew up around it, provided Sheran with his most important market for coal, while the comings and goings of NWMP members provided business for his ferry. By 1875 the east-west Fort Macleod-Fort Walsh Trail crossed the Belly [now Oldman] River at Sheran's Crossing, as did the generally northwest-southeast Whoop-Up or Benton Trail. The Fort Walsh Trail fell into disuse with the building of the main line of the Canadian Pacific Railway and closure of the

NWMP post in 1882-1883. The Medicine Hat Trail replaced it from 1883 to 1885. Then a narrow gauge railway was built by the Alberta Railway & Coal Company from Dunmore, on the main line near Medicine Hat, to Lethbridge.

An excerpt from an 1880 diary tells of conditions on the Lethbridge fork of the Whoop-Up Trail and at Sheran's Crossing: "On Tuesday [July 20], our first halt was at Kipp's Coulee and our second at 15-Mile Butte. After tea we made a detour eastward to avoid crossing several streams in succession. About 11 p.m. we reached Belly River below its confluence with the St. Mary's and Old Man's Rivers and camped for the night. We found the river high and that it would be impossible to ford it; but a man named Sheran, who has opened a coal mine a short distance down the river, had a couple of flat-bottomed boats and arrangements were made with him to ferry the party and their goods to the other side. This was no small task. All the waggons had to be unloaded, and their contents transferred piecemeal to the boats. Trunks and boxes were piled in the bottom, to serve as ballast, and then a wagon, with two wheels taken off, was nicely balanced on top. With this ticklish load, in some cases weighing twelve or fifteen hundred pounds, the boat was rowed across a swift and powerful current to the other side. The whole day was consumed in crossing and reloading the waggons. Near the point where we crossed a five feet thick seam of coal crops out on the bank of the river. Considerable quantities are now sent to Benton and Macleod, and find ready sale."

In August 1880 Charles A. Magrath, then with the Montague Aldous survey party, passed through the district on a trip from Fort Macleod to Winnipeg and had his first sight of the open prairie where the City of Lethbridge now stands. "We forded the Belly River at The Coal Banks, and it was a long, hot pull out of the valley up the ravine south of where the Galt Hospital now stands [now the location of Whoop-Up Drive]. We then took the Benton Trail, not any too well marked, for about six miles, when we reached the police trail leading from Macleod to Fort Walsh, via Fort Whoop-Up, and turned eastward on that trail."

In 1883 Sheran's flat-bottomed boats were replaced by a cable ferry, which was operated for the North Western Coal and Navigation Company by George M. Harding and subsequent ferrymen. The ferry was used by the Fort Macleod stagecoach and other traffic for several years. There are many stories of hair-raising trips by stage down the western bank to the ferry, particularly after heavy rains. At spring breakup ice jams often prevented use of the ferry for days on end. In 1890 a wooden highway bridge was built downriver from the ferry by the North-West Territorial Administration.

The building of the bridge, which was put in place before a road was constructed, was a purely political act. The poorly-chosen location was such that the east end of the bridge faced a sheer cliff. A road, called the Macleod Trail, had to be constructed from a railway crossing at Round Street (5 St S). (After 1906 it crossed the railway at

Roads, Trails, and Automobiles

The Great War of 1914-1918 popularized the automobile. It had been in use locally for several years, Elliott Galt having purchased a 20-HP, Cleveland-built Winton in July 1903. The Southern Alberta Automobile Club was organized by city motorists on 15 April 1907 and the Lethbridge Auto Club on 30 April 1912. On 16 May 1907 the Central Hardware Store advertised two-cylinder Reo and Buick autos for sale, also Ciement-Bayard, Jackson, Napier, Oldsmobile, Packard, Peerless, Pierce Great Arrow, Stevens-Duryea, the Thomas Flyer, and the White Steamer.

The first tourists were adventuresome people, often travelling in groups for mutual support. Early trips from Lethbridge to Waterton were all-day ordeals, especially if it had rained. Roads of the time were of dirt construction at best, but more frequently were only unimproved, unmarked prairie trails. Road maps were unknown.

The first Alberta road maps appeared in 1924. Trails were listed as either heavy clay or loam, or sandy. The former were good in dry weather, slippery after showers, and heavy going after prolonged wet spells. The latter were good in wet weather but heavy after prolonged dry spells. Motorists found their way by following colored bands on the telephone poles.

The colored bands were painted on telephone poles by the first members of the Alberta Motor Association. The bands were 12 inches wide and several were painted, one atop the other, on the first telephone pole past the section corners. The scheme

was devised after World War 1 to take advantage of those road allowances that had telephone lines, and hence, each trail followed the first telephone lines connecting through the country. The telephone pole bands were renewed in the Lethbridge district in 1925 by Robert Barrowman of City Signs, later mayor of the city. The first trails so marked were dirt roads, blade-graded and improved with a few fresco-filled low places, which were sometimes provided with wooden culverts or, rarely, small corrugated steel ones.

The Black Trail ran from Great Falls to Lethbridge, then went on to Calgary via Vulcan. From Calgary it continued to Edmonton, being known as the Black Route along that stretch.

The road from Banff to Calgary was called the Blue Route. It continued to Macleod via Nanton and Claresholm, where it was called the Blue Trail. From Macleod the Blue Trail went to Glenwood and Cardston, then to the United States by way of the St. Mary Crossing.

The rudimentary, fragmented Trans-Canada Highway through Calgary-Banff was known as the All-Red. The road from Medicine Hat to Lethbridge and on through the Crowsnest Pass was called the Red Trail. Also, the Drumheller-Calgary road was known as the Red Route.

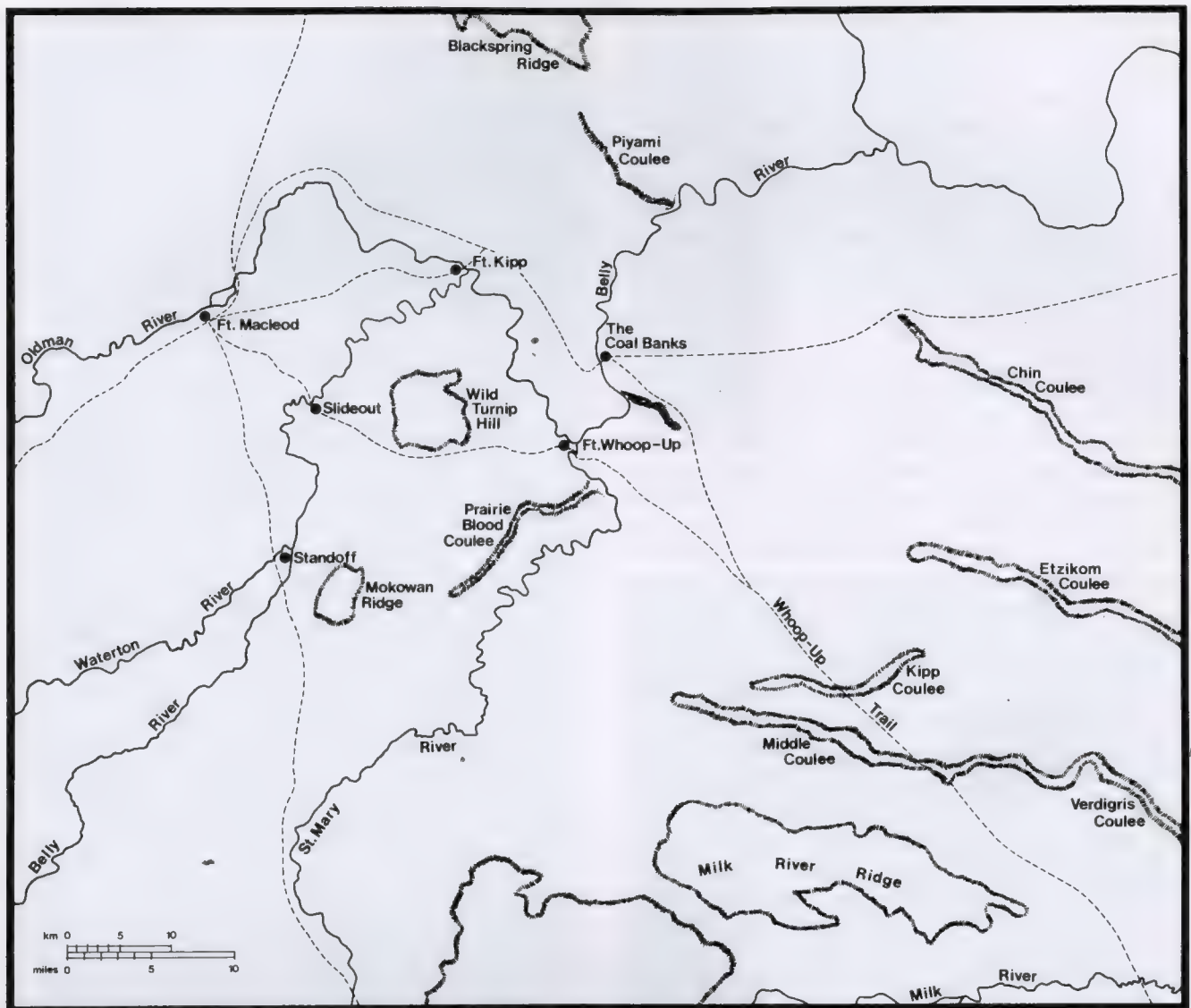
The road from Red Deer to Rocky Mountain House was called the Yellow Route. The Yellow Trail ran from Lethbridge to Waterton via Cardston.

A trail that has retained its old color-code name is the Black-and-White, which starts at Manyberries and intersects the Trans-Canada near Dunmore. The Blue Trail south from Fort Macleod to Glenwood is another.

Galt Street (2 St S), and after 1914 it ran past the brewery and crossed under the girders of the CP Rail High Level Bridge.). The road twisted down what by 1896 was called Brickyard Coulee to the river's edge, then along a man-made fill for a few hundred yards before making an abrupt 90-degree left turn onto the bridge. Then it crossed Joshua Davies Bottom and ascended to the prairie level via Davies' Hill [eventually Highway 3A, officially renamed the Old Lethbridge Trail in 1985 and threatened with closure in 1987]. The fill and eastern approach to the bridge washed out at every time of high water. There were three floods in 1902. The first, which crested at 25.5 feet on 22 May, washed out both the eastern and western approaches and damaged the bridge itself. A steam pile driver was put in place and temporary repairs begun. A second flood on 2 June proved to be worrisome but less serious than the first. But then a third major flood, which crested at 27 feet, struck on 9 July. This time the bridge was washed downriver and destroyed, as was the pile driver and some other equipment. A steel bridge was installed on the old piers in 1903 and saw service until 1948. A new traffic bridge, later twinned to accommodate heavier traffic, was built a few hundred yards upriver in 1948 and was opened by the Hon. E. C. Manning, premier of Alberta, in January 1949. These bridges are still in use.

The main road into Lethbridge from the south was called the Six-Mile Coulee Road. In fact, the first item of business considered by the Board of Trade and Civic Committee at its inaugural meeting on 25 September 1889 was to instruct the executive to see if something could be done to fix the Six-Mile Coulee road. The road came in from the south, wended its way down into Six-Mile Coulee [so-named because it was six miles long], up the north side and eventually followed modern 28 St into Lethbridge. In October 1890 a wooden bridge was installed by F. C. Niven and the road through the coulee was graded by John Bruce. But it continued to give trouble for many years.

In 1897-1898 the Crow's Nest railway was built by the CPR to connect Dunmore, District of Alberta, and Nelson, British Columbia, via Lethbridge. Construction started at Lethbridge because the Dunmore-Lethbridge narrow gauge section was built in 1885, brought to standard gauge in 1893, leased to the CPR in 1894 and was fully under CPR control by 1897. The new section followed what became Mayor Magrath Drive South, crossed Six-Mile Coulee on a wooden bridge, curved westward to cross the St. Mary River and the Blood Indian Reserve, then ran on to Macleod and the Crowsnest Pass. There were 22 wooden bridges on this line, many of considerable length and complexity. By 1904 the wooden bridges were in a state of



Whoop-Up Country, about 1875

disrepair and were a constant source of trouble. As a result, in 1907-1909, the CPR built the present CP Rail High Level Bridge, a similar but smaller bridge at Monarch, and a new railway line to Macleod. The Old Crow's Nest Railway was abandoned in 1910.

By 12 July 1912 council was corresponding with Peter Lawrence Naismith, general manager of the Alberta Railway & Irrigation Company, which had recently been purchased by the CPR. The letters dealt with the possibility of the city leasing the Crow's Nest railway right-of-way for a road into Lethbridge from the south. It has been difficult to establish the sequence of events, but the right-of-way apparently was leased from the CPR about July 1915 and by the 1920s the Southeast Entrance Road was in use. (The Southeast Entrance Road was not mentioned in city minutes by name until 10 September 1934.) At first the narrow, unimproved road simply ran along the top of the old railway grade. In the 1930s the wooden bridge over Six-Mile Coulee was replaced by a steel highway bridge, then in the late 1940s by an earth fill. Until the end of the Second World War southbound traffic tended to follow 13 St to 7 Ave S, then turned eastward to join the southeast

road at Henderson Park. By 1946, 6 Ave S was being used as a connector while a level crossing at 21 St allowed access to North Lethbridge.

After the development of Kenyon Field in 1937-1938, the Southeast Entrance Road, commonly called the Sunshine Trail or Coutts Road, became known as the Airport Road and, on 7 June 1939, was the scene of the most monumental traffic jam in the history of the city when 35,000 people tried to get out to the opening of the new facility. Council called for hard surfacing of the Airport highway on 6 May 1946. The name was changed from Airport Road to Mayor Magrath Drive on 19 May 1947, as Charles A. Magrath had been invited to visit the city to lay the cornerstone of the new City Hall. (Magrath had to decline the invitation because of failing health and the cornerstone was unveiled by David H. Elton instead.) As businesses established along Mayor Magrath Drive in the late 1940s (the first was Mel Fengstad's El Rancho Motel in 1946) and the road itself was improved, 6 Ave, rather than 7 Ave S, became a major connecting traffic artery with 13 St and downtown Lethbridge. Mayor Magrath Drive became Mayor Magrath Drive South when the road was

extended northward as Mayor Magrath Drive North (via the 21 St underpass) to provide access in the 1960's to the Industrial parks (via 5 Ave and 28 St N) and North Lethbridge (via 23 St N).

The first post-war Town Planning Commission (TPC), which included George Watson, William H. Fairfield and Douglas J. Card among its members, had a major impact on the geography of Lethbridge. The railway right-of-way that eventually became Mayor Magrath Drive South was 300 feet in width. Prior to the naming of the TPC, it had been surveyed by the city to accommodate a 100-foot road. The TPC managed to stop acceptance of this plan and to fight off the many developers who wanted their businesses to front directly on Mayor Magrath Drive, rather than on adjoining service roads. The objective of the TPC was to create an access highway to feed traffic into downtown Lethbridge via 3 Ave S, which by this time had been paved as far east as 13 St. In spite of a sometimes vacillating city council, the TPC was successful in at least lessening the number of entrances and exits along the route. The modern Mayor Magrath Drive South owes its design to

Barges on the Belly River

The first mine opened by the Galts was registered as Coal Lease No. 4. [Coal Lease No. 1 was the Sheran Claim, just across the river from No. 4.] It was on the east bank of the Belly River, latitude 49° 42' 02". It was surveyed early in 1882 and filed on later the same year by Wm. Bartlett Burdett-Coutts, per Sir Alexander Galt, and assigned on 19 October 1883 to the North Western Coal and Navigation Company. There was no shaft, the coal being taken out of a day hole or drift at the bottom of the coulee and run on a tramway to the wharf on the bank of the river, where it was loaded on barges for conveyance to Medicine Hat.

E. N. Barker visited the site in July 1884 and reported, "There was not much doing in the town of Lethbridge down on the river bank, except to watch a man laboriously loading a scow with coal with a wheel barrow, running the coal out the side of a hill and up a plank onto the boat, which job looked as if it might last him all summer. These barges, when filled, were towed down to Medicine Hat by small steamboats, of which I think there were two [the Baroness and Alberta, also the much smaller Minnow], but when the river became low the outfit was very likely to stick on a sandbar or several sandbars, and the journey back against the stream was slow and arduous. One cannot, however, but give credit to the vision of the promoters of this enterprise, for out of small acorns great oaks grow, and the next year was constructed the narrow gauge line or the Turkey Trail, as it was called, from Dunmore to Lethbridge. The coal was then conveyed in small trucks by rail. We were then in direct rail communication with the CPR. Later [1897-1898] came the Crowsnest Railway to replace the Turkey Trail."

Coal and the Galts

Appointed Canada's first high commissioner to Britain in 1880, Sir Alexander Tilloch Galt was instructed by the Macdonald government to make the development of the North-West Territories his top priority. As it turned out, his own business interests pointed him in the same direction.

His son Elliott Torrance Galt went to the Territories as an assistant Indian commissioner in 1879 and noted the coal deposits being worked by Nicholas Sheran on the Belly River at the Coal Banks. A Cornish mining engineer, Captain Nicholas Bryant, was sent out to check on the deposits. He was assisted by William Stafford, a mines superintendent from Stellartown, Nova Scotia. Reports were favorable and, with the help of London business interests and federal land grants, Sir Alexander set up the North Western Coal and Navigation Company, Limited.

An instant town sprang up around the mining operation. First called Coalbanks, it was later christened Lethbridge after the company's president, William Lethbridge.

Sir Alexander returned to Canada from London in 1883 to devote the last ten years of his life to his western business ventures. The North Western mining operation took off in 1885 when the company completed a railway line to the CPR's main line at Dunmore, near Medicine Hat. The CPR took control of this line in 1897 and extended it through the Crowsnest Pass.

Elliott Galt continued his father's work. In 1900 his Canadian North-West Irrigation Company completed the first large-scale irrigation project in Alberta. In 1903 he became president of the Alberta Railway and Irrigation Company, which lumped together the Galt mining, railway and irrigation interests. The flourishing business was sold to the CPR in 1912.

Adapted from *South Alberta Coal*
by Andy A. den Otter

Keith Driver, planner, who patterned it after similar thoroughfares he had seen in Salisbury, Rhodesia [now Zimbabwe].

On 19 May 1952 council made a policy decision to bring pavement to within one block of all settled areas of the city. There had been some asphaltting of downtown streets as early as 1911-1912 when the El-Oso Paving Company of B.C. Ltd laid down a few blocks of "asphaltic concrete pavement". Widespread gravelling of city streets, as well as the construction of concrete curbs and gutters and concrete residential sidewalks, began about 1926.

The TPC in the late 1950s asked council to rename 9 St N and to call it Stafford Drive [after William Stafford]. Members intended that this roadway would be made 200 feet wide and that it would extend, in time, to Hardieville and thence to a proposed bridge to provide access to Lethbridge from the north. When council refused permis-

The Galt Companies

Sir Alexander Tilloch Galt and Elliott Torrance Galt built 355 miles of railway and 150 miles of irrigation canals throughout southern Alberta and developed coal mines with a daily capacity of 2,000 tons. In all, the Galts formed eight companies in connection with their southern Alberta enterprises. It would have been easy to secure legislation to extend the life of any of them but shareholders would not take on additional responsibilities. The companies were: North Western Coal & Navigation Company, Limited, formed in 1882, absorbed by the Alberta Railway & Coal Company in 1889; Alberta Railway & Coal Company, formed in 1884, absorbed by the Alberta Railway & Irrigation Company in 1904; Lethbridge Land Company, Limited, formed in 1888, absorbed by the AR&ICo in 1904; Alberta Irrigation Company, formed 1893, reorganized as the Canadian North-West Irrigation Company in 1899, absorbed by the AR&ICo. in 1904; Great Falls and Canada Railway Company, formed in 1889 to build the Sweetgrass-Great Falls portion of a narrow gauge railway, sold to J.J. Hill of the Great Northern Railway in 1901; St. Mary's River Railway Company, formed in 1898, absorbed by the AR&ICo in 1904; and the Alberta Railway & Irrigation company, formed by amalgamation of all previous Galt companies on 1 October 1904. It was known for a time as The Group but became best known by its initials, The AR&I. The AR&I company was purchased outright, partly by conveyance and partly by 999-year lease, by the Canadian Pacific Railway on 1 January 1912. (The CPR retained the corporate name, Alberta Railway & Irrigation Company, which is still listed on land titles as owning mineral rights to a large area of southern Alberta).

The Montana and Canadian Railway company was mentioned frequently around 1888 when a line from Lethbridge to Fort Benton was proposed. The company was never incorporated.

sion, members of the TPC approached the Miners' Library Club and asked its executive to write to council asking that 9 St N be called Stafford Drive. Such a letter was sent on 9 July 1962 and the name change was authorized by council on 14 January 1963. On 10 November 1980 council authorized additional changes, as follows: 23 St N to 5 Ave was renamed Mayor Magrath Drive North, Stafford Drive was renamed Stafford Drive North, and 9 St S to 6 Ave S was renamed Stafford Drive South.

Also, the first post-war TPC pressed for a bypass road along the southwestern coulees. The commission envisaged a 120-foot road as close as possible to the coulees, curves to be no greater than six degrees, the road to meet No. 3 highway at the east end of the CP Rail High Level Bridge. There were some changes but the road, completed in 1966, is much the same as planned and is well-known as Scenic Drive South. It is being extended northward as Scenic Drive North. Completion of Scenic Drive South

meant that 16 Ave S became an important east-west collector, connecting Scenic Drive with Mayor Magrath Drive South. Both drives are part of a proposed ring road complex designed to include Scenic Drives North and South, 26 Ave N, 43 St, and No. 4 highway.

In the 1970s 43 St was widened and paved to 5 Ave N after a main irrigation canal, the North Lateral, was relocated. (It is now paved to 26 Ave N.) Also the Lethbridge Research Station lost to the development a strip of land along its western boundary including the west plot of the two-plot Rotation B (wheat, fallow), which was started in 1911 and was one of the oldest dryland rotations on the Northern Great Plains. Forty-third Street provided a bypass route, took pressure off Mayor Magrath Drive South and provided safe passage for trucks carrying hazardous products, among many other uses. Its redevelopment made necessary an important intersection at its junction with highway No. 3 East and a lesser intersection at its junction with No. 512 East (formerly the Old Coaldale or Jail Road). South Parkside Drive became a major collector when 43 St was developed.

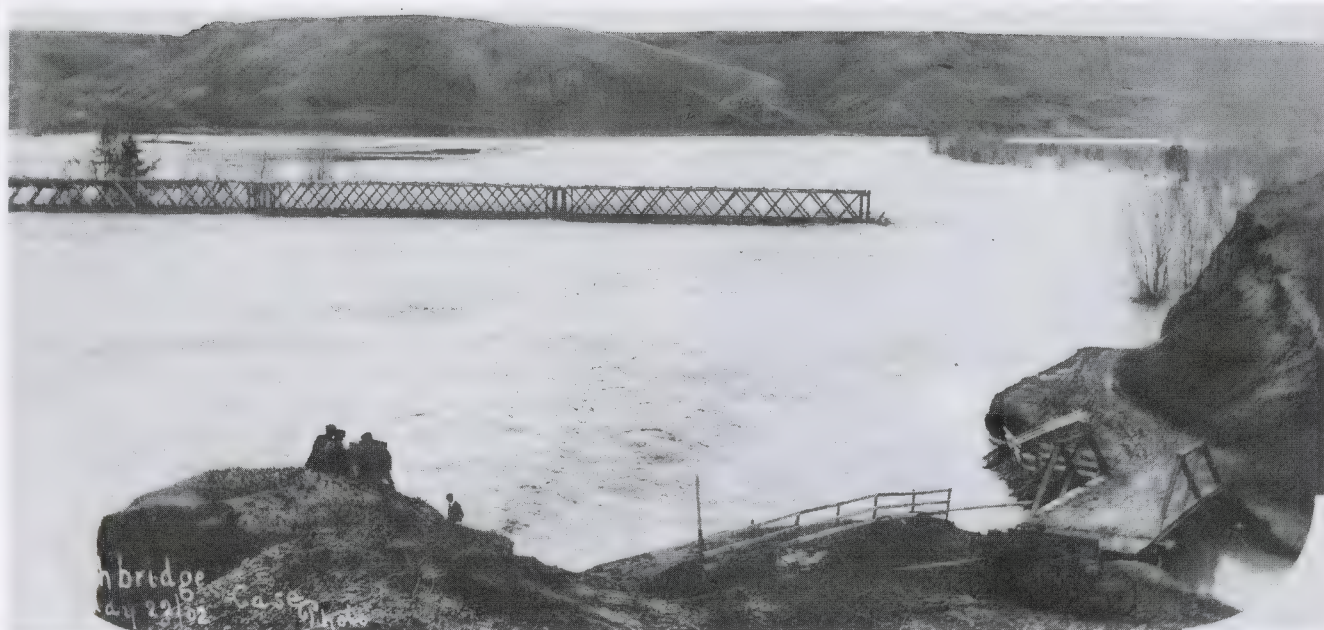
The relocation of the railway tracks in 1980-1986 and resultant road construction have had major impacts on traf-

The New Railway Editorial in the Winnipeg Commercial

The railway of which we have to speak is the road between Lethbridge, Alberta, and Great Falls, Montana, which is now about completed, and will be formally opened in a short time. The construction of this road is of special importance from the fact that it is the first road to cross the boundary into the United States west of Winnipeg. It is not built as a colonization road, and there are no settlements along its line to be opened up on this side of the boundary. It passes through an open prairie country, in which there is practically no agricultural settlement and devoted only to a limited extent to ranching. The primary object in building the road was to open a market in Montana for Lethbridge coal. The Lethbridge coal is of a superior quality to that found in Montana and it is believed that by construction of a railway to Great Falls, a large market would be opened for Alberta coal. The length of the railway from Lethbridge to Great Falls is about 200 miles, of which about 80 miles runs through Canadian territory.

Preparations have been made during the past summer to increase the output of coal from the mines at Lethbridge in expectation of a large demand on the completion of the railway. Three new shafts have been put down, and other preparations made for a large output. If expectations are realized the opening of the railway will more than double the output of the Lethbridge mines at once, and add vastly to the importance of the coal mining industry in Alberta.

Special Issue, *Lethbridge News*, 30 September, 1890.



The Belly (now Oldman) River in flood, 22 May 1902. There were three floods in 1902. The May flood badly damaged the 1890 wooden traffic bridge, the June flood prevented immediate repairs, and the July flood demolished it. The Macleod Trail (right foreground) crept along the base of a cliff before making a 90 degree left turn onto the bridge.

fic flow in the City of Lethbridge, much of it in ways not yet apparent. The 1960s First Avenue Expressway concept finally took shape in the Crowsnest Trail Corridor. Designed primarily to funnel east-west traffic through the city, it has, according to motel and restaurant owners, succeeded only too well. Such businesses, particularly those along Mayor Magrath Drive South, reported their business down in 1986, a fact they attributed to difficulties experienced by tourists in getting off the Crowsnest Trail once committed to it. Traffic flow along Stafford Drives North and South increased following the opening of the Crowsnest Trail whereas that along 13 St N declined. While not yet established, traffic flow along 1 Ave S seems to have increased considerably.

Major east-west traffic arteries in Lethbridge are: 26 Ave N, 18 Ave N, 9 Ave N, 5 Ave N, the Crowsnest Trail, 1 Ave S (west of Stafford Drive South), 3 Ave S, 6 Ave S, 10 Ave S (east of 13 St), 16 Ave S, 20 Ave S (east of Mayor Magrath Drive South), and 24 Ave S. Major north-south traffic arteries are: 43 St, 28 St N, Mayor Magrath Drives North and South, 23 St N, 13 St, Stafford Drives North and South, and Scenic Drives North and South.

Mayor Frank Sherring as early as 17 November 1958 called for a second traffic bridge over the river at Lethbridge and asked the province to put the necessary funds in its 1959 budget. A second highway bridge south of the CP Rail High Level Bridge was suggested again on 17 February 1964. Initial concepts envisaged a road leaving Highway 3 in West Lethbridge to cross the river by a bridge opposite 4 Ave S. In February 1975 Whoop-Up Drive, an extension of 6 Ave S to West Lethbridge, was opened as was the Sixth Avenue Bridge. Whoop-Up Drive connected with the neighborhood boundary roads that surrounded the various subdivisions of West Lethbridge. Also, it joined University Drive, the main north-south traffic corridor on the west side of the city, which joined Highway No. 3 at the Picture Butte exchange.

Editorial on the (Blush!) Belly River

Shakespeare to the contrary, there is frequently a great deal in a name. For instance, that of the river upon which Lethbridge is situated, would be more savory if it were known as the St. Mary's or by almost any other name than that which it actually bears. The river would, it is true, be in no way changed but the feeling of many who have to mention it would be spared. We, who have lived upon its banks for years, have grown accustomed to it and for us it is somewhat shorn of that uncouthness with which we first regarded it. But to strangers and more important still, to our eastern friends the name is a source of discomfort. Ladies revisiting their eastern homes confess to the annoyance they experience when asked what the name of our river is, and there are still many among us who can remember what a stumbling block it proved to a certain Lieutenant-Governor when called upon to speak in reply to a petition for a bridge. Several gallant attempts were made by him there being as Mr. 'Awkin would have remarked, "ladies present", to overcome the obstacle without bringing a blush to the cheek of maiden modesty, and his halting repetitions of "over the er—over the er", were at last ended by the brilliant inspiration of "over the river at this point". Nor was the worthy Lieutenant-Governor any exception to the rule, for all our visitors, whom custom have not staled [sic] to the eccentricities of our western nomenclature, experience similar objection of naming the river which runs by our Town.

The Lethbridge News 21 June 1900



The 1903 steel traffic bridge over the Belly (now Oldman) River at Lethbridge under construction. It replaced the wooden traffic bridge that had been destroyed by floods in 1902. During construction, a temporary cable ferry was installed a few hundred feet downriver from the bridge. This bridge was replaced by the modern traffic bridge in 1949.

The Name Of Our River

We are quite accustomed to the name of our river, though newcomers have been known to remark that it took them a week or so to get used to it. Probably it does as well as any other appellation to identify the stream, and we have no objection to it on that score. But there is another reason why something can be gained by a change.

Where is Edmonton? On the North Saskatchewan. It is a city on a great stream of which everyone has heard. Where is Battleford? On the North Saskatchewan. The mere fact that it is so situated gives some indication of its importance. Where is Lethbridge? On the Belly. The inquirer has never heard of that stream, does not know where it flows or whether it is only a small creek. It suggests a crude frontier settlement, that is all.

If the answer was, Lethbridge is on the South Saskatchewan, some information would be given. The inquirer would know at once that Lethbridge was the chief city situated on a great stream flowing through a vast area, and would get a general idea of the lay of the land.

As a matter of strict geographical nomenclature, our river should perhaps be known as the South Saskatchewan. At the junction of the Bow it has a fair claim to be considered the main stream, and the same thing may be said at its junction with the Little Bow. The naming of our geographical features is in the hands of the Department of the Interior and it is quite possible that if due request were made it would change the name to the South Saskatchewan.

The Lethbridge News 22 May 1906

Future plans, discussed periodically since at least 22 August 1977, called for 24 Ave S to be extended westward as a freeway tentatively called Chinook Trail. Chinook Trail [called the 24th Avenue Expressway and Chinook Way in early discussions] by the late 1990s was expected to cross the river by a third traffic bridge and then to follow a half circle route around the southern, western and northern periferies of West Lethbridge, then expected to be mostly developed. With University Drive, Chinook Trail would then form a ring road around much of the community, although there is expected to be continuing development to the south, west and north of it.

In March 1987, these projections appeared optimistic.



The two photos of the c.1915 composite provide a panoramic view of north Lethbridge and were taken from the top of the brewery at the corner of First Street and Second Avenue South. Top, from right: CPR roundhouse; Lettbridge Brick & Terra Cotta Company works; the Woollen Mill, later the Columbia Macaroni factory and City Stores; and home of the Thomas McNabb family. In the near foreground are two cable winding drums used in 1885-1893 on the inclined railway and, in the immediate foreground, an example of a color-banded telephone pole used to identify the early trails. Bottom, from right: The railway leading to the east abutment of the CP Rail High Level Bridge the wooden approach trestle of which was gradually filled in with cinders from the CPR yard engines. The road running under the track was an extension of Second Street South (modern Scenic Drive) and was the beginning of the Macleod Trail. The debris in the left-centre middle distance is all that remained of the original Alberta Railway & Coal Company roundhouse and No. 1 Mine shaft.

Chapter 2

Streets and Subdivisions

Names were first assigned to Lethbridge streets on the town plan of February 1885. The plan was prepared by Montague Aldous, a Hudson's Bay Company surveyor on loan to the North Western Coal and Navigation Company, Limited. The first street names were selected by Elliott Torrance Galt, general manager of the company. Generally, streets were named after company shareholders whose connection with Lethbridge was simply ownership of shares or, occasionally, absentee ownership of town or city lots.

It seems likely that Sir Alexander Tilloch Galt assisted his son, Elliott, in naming the original streets. Sir Alexander was the promoter of the NWC&NCo and an accomplished manipulator of people. One of his methods of flattering actual or potential investors was to name streets and towns in their honor—even if the streets and towns were often only rows of surveyor's stakes on the bald prairie. Thus many London shareholders (Wood, Smith, Round, Crabb, Bompas, Burdett-Coutts, Lethbridge, the Cutbill family) were so honored. So was Peter Redpath, later a Montreal industrialist, and George Carr Glyn, of Glyn, Mills Currie and Company, a leading London securities broker.

By the mid-1890s local NWC&NCo officers and prominent citizens of the town tended to be honored in street names. From about 1900 to 1910 developers tended to name streets after themselves, as did Peter Charles Bruner and Arthur Robert Vince, for example, or after relatives and friends. The Wallwork Addition, after Nathan Wallwork who owned the original 80-acre homestead, commemorated among others Rachael Wallwork, Nathan's wife, James Wallwork, his son, and Helen (Ellen) Wallwork, his daughter. The derivation of many names, unfortunately, will never now be known.

Aldous made most of the streets he surveyed 100 feet wide from the property line. His 1885 townsite, bounded by 1 and 12 Sts and 1 and 6 Aves S, was situated immediately south of the western terminus of the Lethbridge - Dunmore narrow gauge railway line. The early street names, the persons honored, and modern numerical equivalents are:

1 St S	- Macleod Road (after Col. James F. Macleod, NWMP)
2 St S	- Galt Street (after Sir Alexander Tilloch Galt)
3 St S	- Wood Street [after William Wood]
4 St S	- Smith Street [after William H. Smith, bookseller]
5 St S	- Round Street [after Edmund Round]
6 St S	- Crabb Street [after Edward Crabb]
7 St S	- Glyn Street [after George Carr Glyn]
8 St S	- Burdett Street [after William Lehman Ashmead Bartlett Burdett-Coutts]
9 St S	- Coutts Street [after William Lehman Ashmead Bartlett Burdett-Coutts]
10 St S	- Cutbill Street [after the Cutbill family of London and Kent, England]
11 St S	- Ashmead Street [after William Lehman Ashmead Bartlett Burdett-Coutts]

12 St S	- Bartlett Street [after William Lehman Ashmead Bartlett Burdett-Coutts]
1 Ave S	- Baroness Road [after Baroness Angela Burdett-Coutts]
2 Ave S	- Ford Street [after William Ford]
3 Ave S	- Redpath Street [after Peter Redpath]
4 Ave S	- Dufferin Street [after Lord Dufferin, Governor General 1872-78]
5 Ave S	- Bompas Street [after George Cox Bompas]
6 Ave S	- Courtland Street [after Courtland, Lympstone, Devon, the English country home of William Lethbridge]

(These names are listed again below because, in 1910, council decided to number streets and avenues, which by then subdivided a much larger land area with many more street names than the original 1885 town plan.)

As part of the documentation leading to the January 1891 incorporation of the Town of Lethbridge, Charles Alexander Magrath in June 1890 defined town boundaries and subdivided additional areas. He extended Aldous' survey lines eastward to 13 St S, then angled the lines a few degrees southeasterly so that streets continued to parallel the railway.

Magrath surveyed and subdivided the following:

- ☐ An area bounded by 12 and 26 Sts and 1 and 6 Aves S.
- ☐ An area bounded by 13 and 19 Sts and 7 and 10 Aves S. [Magrath made 13 St S 100 feet wide, 13 St N only 66 feet wide.]
- ☐ An irregular rectangle, particularly on the west end, bounded by 1 and 13 Sts and 6 and 7 Aves S.
- ☐ Several blocks on the brow of the coulees, later to include Athletic (Eckstorm) Park, roughly bounded by 7 Ave A and 8 Ave A and 3 and 5 Sts S, and to be known as the Riverview Area.
- ☐ An area north of the railway bounded by 13 and 23 Sts and 5 and 7 Aves N. This area was subdivided on behalf of the Alberta Railway & Coal Company into 92 one-acre parcels. These parcels were designed to be sold to miners at the newly-opened No. 3 mine who, in the slack summer season, could then augment their incomes by market gardening. Few of the parcels were occupied before 1910.

Much of Magrath's survey consisted of large numbered or lettered blocks, rather than the more conventional-sized blocks of Aldous' 1885 survey. An after-effect of the 1890 survey, which has plagued Lethbridge to the present, was the large number of A, B, and C streets and avenues created when the large blocks were settled and subdivided into smaller ones. In August 1928, council discussed the conversion of all A, B, and C streets and avenues to consecutive numbers, for example, 12 St A, 12 St B and 12 St C to 13, 14 and 15 Sts, respectively. No action was taken as council decided the changeover would lead to great confusion and expense.

(Beginning in April 1952, council was confronted once again with the same problem when the city expanded southeasterly into the irrigated district with its five- and ten-acre holdings and large surveyed blocks. But this time,

Perpetuating A Problem

This week city council approved a change in name of a portion of two major roadways. A portion of 23rd Street North now becomes Mayor Magrath Drive North and a portion of 9th Street South now becomes Stafford Drive South.

Considering the fact that the city is now committed to a multi-million dollar railway relocation scheme, which supposedly has the added benefit of reducing the artificial dividing of the city into north and south Lethbridge, it is surely illogical to perpetuate that division through the names of two of the major traffic arteries.

Despite the actual barrier of the railway tracks in the downtown area, the division in Lethbridge has always been more of a psychological one than physical. There have always been some residents in the northern section of the city of the opinion that anything north of 3rd Avenue South gets the short end of the stick from the south-dominated council. There has been an undercurrent of antagonism between residents of the two parts of the city which has only rarely flared into the open, but which is real nonetheless.

The hard feelings are gradually dispersing thanks to new residential and business developments in the north and the resulting influx of new people and it would be a shame if council were to unwittingly prolong them.

The Lethbridge Herald 13 November 1980

rather than opting for many more A, B, and C roads, council ordered that, as new streets and avenues were surveyed, they be given consecutive numbers. Thus, for example, the former 13 Ave S became the modern 15 Ave S and the former 16 Ave S became the modern 20 Ave S. In North Lethbridge, a former resident returned to find that, for the same reasons, the 14 Ave N of his youth had become 18 Ave N.)

An immediate result of Margath's survey was an increase in streets with two, three, or sometimes four, names along their lengths. Magrath's 7 Ave S was called Bruce Street to 4 St and London Road from 4 St to the eastern city limits. His 14 St S was known as Ernest Street or Water-ton Avenue, depending upon where the observer was located in relation to its length. This mistake was perpetuated by later developers; for example, 11 Ave S was known in 1910 as Bruner Street, Victoria Street, Harvey Street, or Madill Street, depending upon one's location along it.

In February 1906 the *News* called for street signs. When the town was confined to the central section, street signs were not needed; but buildings had extended over a large area and other extensions were contemplated. "Is it not time that street signs were erected?" asked the editor.

In July 125 enamelled name plates were ordered from Thomas Davidson Company Limited, Montreal, and were installed on street corners. And in July 1908, council ordered the city engineer to emboss the names of streets at corners in the the-then new concrete sidewalks, according to the usual practice. (Embossed names were still visible on some corners in 1986.)

Nevertheless it was obvious that changes in the street naming system were necessary. As early as March 1907 the Publicity Committee of the Board of Trade looked into the advantages of numbering city streets and houses. In July the committee recommended that all streets be numbered, those running north-south to be designated streets and those running east-west to be designated avenues. Avenues were to be numbered consecutively north and south from the railway and streets were to be numbered consecutively from Macleod Road (1 St). Avenues and streets were to be designated North or South according to their location in relation to the railway. Council expressed interest and asked for a complete plan.

In September, 1910 council decided that the modern way of designating the thoroughfares of Lethbridge be adopted. An important reason for the decision was the likelihood that home delivery of mail would soon start and

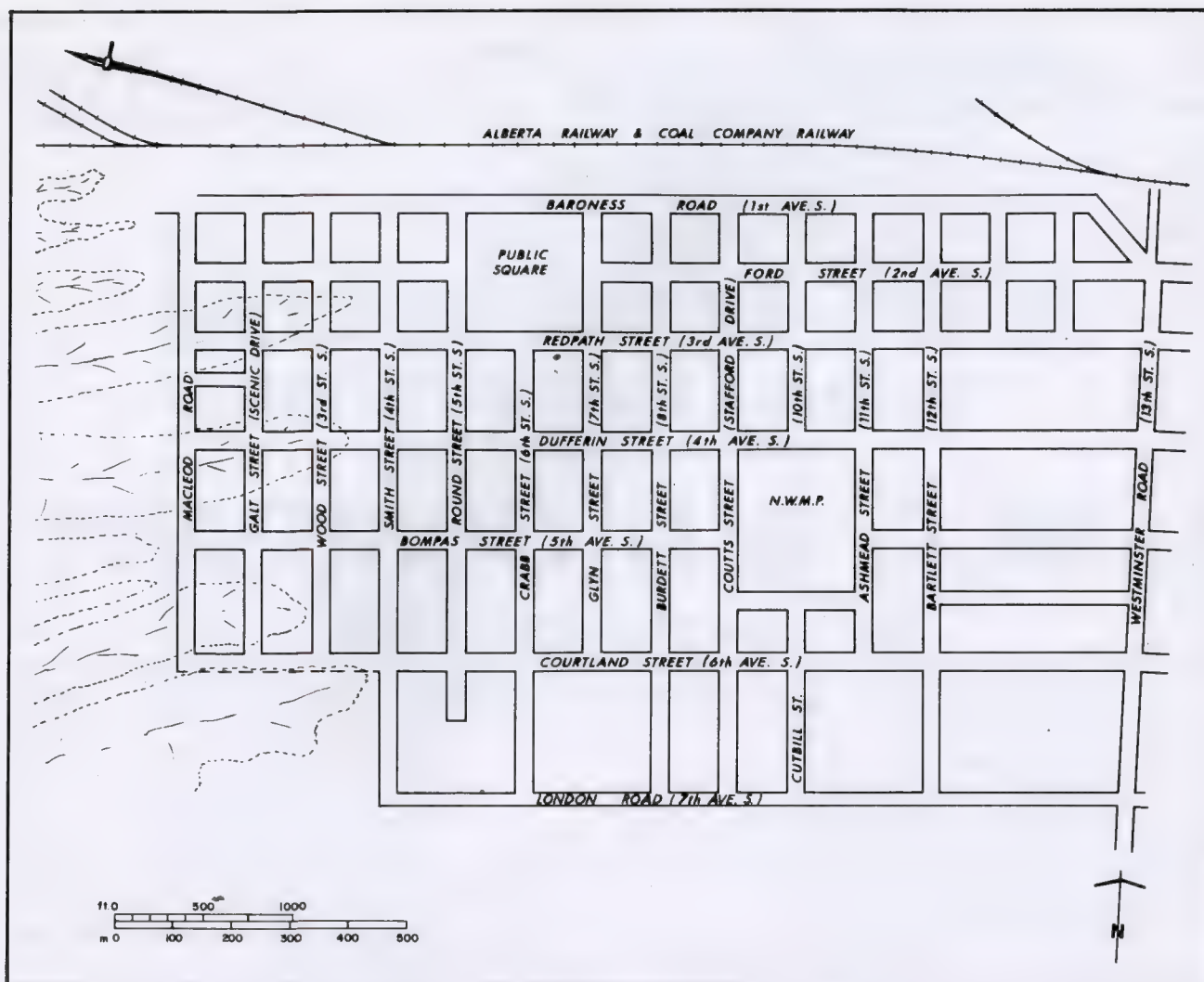
Charles Alexander Magrath

Born in North Augusta, Ontario, Charles Alexander Magrath (1860-1949) participated in foundation surveys of the North-West Territories from 1878 until 1885. Then he joined Sir Alexander Tilloch Galt and Elliott Torrance Galt in their western industrial enterprises, becoming Land Commissioner of the North Western Coal and Navigation Company, Limited. The first mayor of Lethbridge (1891), Magrath was a member of the Territorial Legislature (1891-1898), a cabinet minister in the Haultain administration (1897-1898), and a Member of Parliament representing the Medicine Hat constituency (1908-1911). Fuel Controller during the Great War and sometimes chairman of Ontario Hydro and the Canadian sec-

tion of the International Joint Commission, he also served on the Newfoundland Royal Commission of 1933. He died in Victoria.

He married Margaret (Maggie) Holmes White Mair in 1887. After giving birth to a son, Charles Bolton, in 1888, she died in June 1892 of complications following the birth of a daughter. (The baby died a few months later.) In 1899, he married Mabel Lillian Galt, a daughter of Sir Alexander and half-sister of Elliott Galt. Two daughters were born of this union: Amy and Laura.

Magrath has been called "The Father of Irrigation in southern Alberta". However, during his lifetime he was quick to acknowledge the contribution of Charles Ora Card and the Mormon Church, as well as that of Elliott Galt, to the development of irrigation in the Lethbridge region.



Montague Aldous' 1885 town plan took in the area from Baroness Road (1 Ave S) to Courtland Street (6 Ave S), and from Macleod Road (1 St S) to Bartlett Street (12 St S).

Shareholders

A selected list of persons holding shares in the North Western Coal and Navigation Company, Limited, on 16 February 1891, most of whom were commemorated in Lethbridge street names.

Name — Residence	No. of Shares
Bompas, George Cox—London	100
Brunton, Spencer—London	300
Brydges, Charles John—Winnipeg	20
Burdett-Coutts, William—Picadilly	1,350
Cameron, Sir Roderick William—New York	260
Chaplin, Ernest—London	300
Crabb, Jos. G—London	17
Crabb, Edward—London	1,500
Crabb, Lucy, Miss—London	200
Cutbill, Arthur—London	100
Cutbill, Beatrice Mary—Kent	10

Cutbill, Edward—London	10
Cutbill, Frederick Thomas—London	110
Cutbill, Martha Jane—Kent	30
Cutbill, Reginald—London	10
Cutbill, Walter John—London	160
Ford, William—London	500
Galt, Sir Alexander Tilloch—London	770
Guinness, Sir Edward Cecil—London	1,000
Lethbridge, William—London	560
Patterson, Jacob Lunard—London	420
Redpath, Peter—London	500
Ross, James Gibb—Quebec	250
Round, Edmund—Temple	450
Smith, The Hon. Donald A.—Montreal	200
Smith, William Henry—London	740
Wood, William—London	60

In 1891, William Lethbridge, William Burdett-Coutts, and Sir Alexander Tilloch Galt each held three deferred or founder's shares. There were 14,450 ordinary shares.

Lethbridge Townsite

A PLAN OF THE TOWN OF LETHBRIDGE

Is now Ready, and may be seen
at the office of the

N. W. C. & N. COMPANY,
AT LETHBRIDGE.

17 5111

This advertisement appeared on the front page of the 9 May 1885 Macleod Gazette and in several subsequent issues. Corner lots sold for \$100 each, inside lots for \$75 each. The first four lots (on the southwest corner of 1 Ave and 5 St S) were sold to Donald Watson Davis, general manager of I. G. Baker and Company, who built a store on the site.

that numbering of streets, as well as of businesses and houses, would greatly facilitate this service. (Mail delivery started on 3 April 1911.) Accordingly, By-law No. 104, being a by-law of the City of Lethbridge to re-name the existing streets within the city by a system of numbers, was passed on 3 October 1910.

Clause 4 of the by-law stated that the names of the existing streets within the city are hereby changed as herein set forth:

- 1 St S - Macleod Road [since abandoned and land added to other developments]
- 2 St S - Galt Street [now known as Scenic Drive South]
- 3 St S - Wood Street and Guinness Street [after Sir Edward Cecil Guinness]
- 4 St S - Smith Street
- 5 St S - Round Street
- 6 St S - Crabb Street with the unnamed street lying to the west of Block 29 Alexander Addition
- 7 St S - Glyn Street with Hodgman Street and Dolly Street
- 7 St A S - Cromer Street and Arthur Street
- 8 St S - Burdett Street
- 9 St S - Coutts Street
- 10 St S - Cutbill Street
- 11 St S - Ashmead Street
- 12 St S - Bartlett Street
- 12 St A S - Athol Street with the unnamed street running from Redpath Street to Baroness Road between Blocks 64 and 66 and 63 and 65 [The unmarked street was later called Campbell Street]
- 12 St B S - Dawson Street [after George Mercer Dawson] with the unnamed street running

- 13 St S - That portion of Westminster Road [after the District of Westminster, London, represented by William Lehman Ashmead Bartlett Burdett-Coutts MP] lying south of the main line
- 14 St S - Ernest Street [after Ernest Chaplin] and Waterton Avenue [after Charles Waterton]
- 15 St S - William Street [after William Lehman Ashmead Bartlett Burdett-Coutts] and Morgan Avenue
- 16 St S - Peplow Street and Crow's Nest Avenue [after the Crowsnest Pass]
- 17 St S - Louise Street [after Louise Cutbill] with Sifton Street [after Clifford Sifton] and Patterson Avenue [after Jacob Lunard Patterson]
- 17 St A S - Raglan Street and Campbell Avenue
- 18 St S - Kingsbury Street, Lorne Street [after the Marquis of Lorne, Governor General 1878-1884] and Johnstone Avenue
- 19 St S - Mary Street [after Beatrice Mary Cutbill], Minto Street [after Lord Minto, Governor General, 1898-1904], and Bowman Avenue [after Charles Broughton Bowman]
- 20 St S - Beatrice Street [after Beatrice Mary Cutbill], Magrath Road [after Charles Alexander Magrath, mayor 1891] and Martha Road
- 21 St S - Emily Street and Sylvia Street
- 28 St S - Evans Avenue [after T.M. Evans]
- 10 St N - Burrard Street
- 11 St N - Edna Street

- | | | | |
|-----------|---|------------|--|
| 12 St N | - King Street [after Edward VII] with Maryland Street | | |
| 12 St A N | - Wilson Street [after E.H. Wilson] with Cornwall Street | 10 Ave A S | - Queen Street [after Queen Victoria] with Grey Street [after Earl Grey, Governor General 1904-1911] |
| 12 St B N | - Mewburn Street [after Dr. Frank Hamilton Mewburn, mayor 1899-1900 and 1905] with Kenmore Street | 11 Ave S | - Bruner Street [after Peter Charles Bruner] with Victoria Street [after Queen Victoria], Harvey Street and Madill Street |
| 12 St C N | - Nanton Street [after Sir Augustus Meredith Nanton] with Sherbrooke Street [after Sherbrooke, Quebec] | 11 Ave A S | - Stuart Street [after Dr. Walter Stuart Galbraith, mayor 1907] |
| 13 St N | - That portion of Westminster Road lying north of the main railway line | 12 Ave S | - Vince Street [after Arthur Robert Vince] with Grace Street [after A.M. Grace] |
| 14 St N | - James Street [after James, son of Nathan Wallwork] | 12 Ave A S | - Clarence Street [after the Duke of Connaught, Governor General 1911-1917] |
| 15 St N | - Wallwork Street [after Nathan Wallwork] with Starnes Street [after Inspector Cortlandt Starnes, NWMP] | 13 Ave S | - Norval Street |
| 16 St N | - Barnes Street [after William Barnes] with Bailey Street [after Joseph Bailey] | 13 Ave A S | - Major Avenue |
| 17 St N | - Bertha Street | 14 Ave S | - Anderson Street |
| 18 St N | - McKillop Street [after Rev. Charles McKillop] | 16 Ave S | - Bawden Street [after John W. and R.P. Bawden] |
| 19 St N | - Torrance Avenue [after Elliott Torrance Galt] with McNabb Street [after Thomas McNabb] | 1 Ave N | - Railway Avenue [often abbreviated as Raily Avenue] being the most southerly street running east from Westminster Road in Sec. 5. |
| 20 St N | - Iddington Avenue with Orchid Avenue | 1 Ave A N | - Robert Street [after Robert Watson] with Paris Street [after William Paris] |
| 21 St N | - Turner Street [after C.M. Turner] | 1 Ave B N | - The unnamed street running westerly from Turner Street and situated between Paris and Dryden Streets [later named Oliver Street, after William Oliver, mayor 1901-1904] |
| 22 St N | - Carleton Street | 2 Ave N | - Helen Street [after Helen (Ellen) Wallwork, daughter of Nathan Wallwork] with Dryden Street, Enid Avenue and Saskatchewan Avenue [after the NWT District of Saskatchewan] |
| 23 St N | - Martin Street | 2 Ave A N | - Gregg Street with Russell Street and then unnamed street being the first street north of Dryden Street running westerly from Turner Street [later named Hatch Street, after George Hatch, mayor 1912] |
| 24 St N | - Congress Street | 2 Ave B N | - Fleetwood Street [after John Harry Fleetwood] |
| 25 St N | - Washington Street | 3 Ave N | - Rachel [sic] Street [after Rachael, wife of Nathan Wallwork] with Ross Street [after James Gibb Ross] and that unnamed street being the first street south of Allan Street and running west from Turner Street [later named Calgary Avenue, after the City of Calgary] |
| 26 St N | - Coburg Street | 4 Ave N | - Connell Street with Allan Street, Duke Street [after the Duke of Connaught] and Edmonton Avenue [after the City of Edmonton] |
| 27 St N | - Mecklenburg Street | 5 Ave N | - McKay Street [after Daniel J. McKay] |
| 28 St N | - Evans Avenue [28 St S was listed as Evans Avenue also] | 5 Ave A N | - Cross Street |
| 1 Ave S | - Baroness Road [ended at about 10 St S because of a large slough; prolonged to Westminster Road in 1908] | 6 Ave N | - Niven Street [after Robert Niven] |
| 2 Ave S | - Ford Street | 6 Ave A N | - Norman Street |
| 3 Ave S | - Redpath Street | 7 Ave N | - Macbeth Street [after Hugh Macbeth] |
| 3 Ave A S | - Fisher Street [after Hon. Sidney Arthur Fisher, Minister of Agriculture, Ottawa] | 7 Ave A N | - Claude Street |
| 4 Ave S | - Dufferin Street | 8 Ave N | - Luckhurst Street |
| 5 Ave S | - Bompas Street | 9 Ave N | - Galbraith Street [after Dr. Walter Stuart Galbraith] |
| 5 Ave A S | - Argyle Avenue | 13 Ave N | - George Avenue |
| 6 Ave S | - Courtland Street | | |
| 6 Ave A S | - Rogers Avenue [after George Rogers, mayor 1906] with Reid [sic] Street [after Job Reed, as part of the avenue was once the driveway to his market garden home]. On 2 May 1911, council bought land to complete Reed Street. | | |
| 7 Ave S | - London Road [after London, England] with Bruce Street [after John Bruce] | | |
| 7 Ave A S | - Brunton Street [after Spencer Brunton. The Town of Warner was first called Brunton after this man.] | | |
| 8 Ave S | - Charles Street [after Charles Alexander Magrath] | | |
| 8 Ave A S | - Salomon Street with Pine Street | | |
| 9 Ave S | - Macduff Street with Agnew Street [after Helen Agnew Lethbridge] | | |
| 10 Ave S | - Alexander Street [after Sir Alexander Tilloch Galt] with Edward Street [after | | |



First mail carriers, 1911. From left: unknown, unknown, unknown, C. S. McGuire, George Masson, unknown, Alex Masson, Robert E. Baldry, John H. Easton, Alf Smith, and Alex Lothian.

Montague Aldous

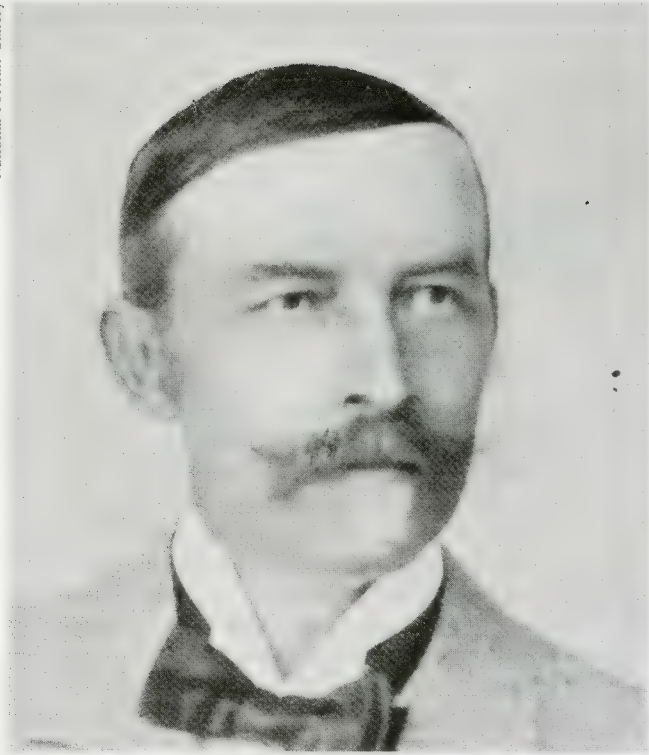
Montague Aldous (1850-1946), a Dominion Topographical Surveyor from Charlottetown, Prince Edward Island, was a participant in foundation surveys of the North-West Territories. He was associated with A. L. Russell in 1877 in a survey west to the third meridian. Taken on Special Survey in 1879, he surveyed the fourth meridian to a point north of Lloydminster, then ran in the 14th base line west to Stony Plain where it intersected the fifth meridian. His assistant at the time was Charles Alexander Magrath, later the first mayor of Lethbridge. In 1880 Aldous surveyed the fifth meridian south to Waterton Lakes. He spent the rest of the season in southern Alberta's Porcupine Hills, then being taken up for ranching.

Aldous accepted a job offer from the Hudson's Bay Company in 1882 and soon had seven survey parties working frantically to keep up with the de-

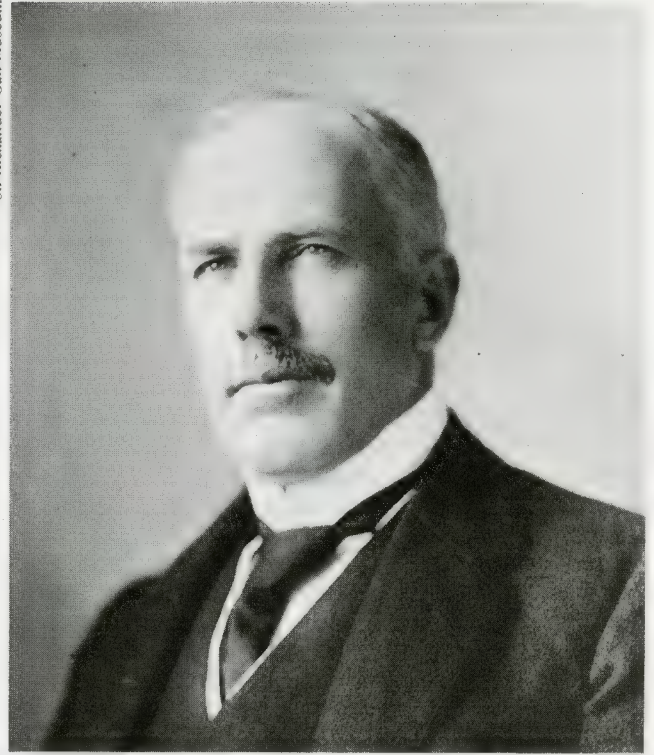
mand for HBC farm lots. Later he served as the HBC Timber Agent and was Chief Clerk of the HBC Land Department from 1901 to 1907.

In February 1885 he was sent to the Belly river coal district, where the North Western Coal & Navigation Company had opened mines. He inspected about 25,000 acres of HBC lands in the vicinity as well as the 500,000-acre land grant to be given to the Galt company for building the Dunmore-Lethbridge narrow gauge railway. The Galt company paid Aldous' expenses; part of its agreement with him was that he would survey the new Lethbridge prairie level town site.

He worked from sketches which Elliott Galt, general manager of the coal company, had prepared (likely with assistance from his father) in January 1885 or earlier. Aldous completed the Lethbridge survey in March and prepared detailed plans. Town lots were available for sale by 9 May. The prairie level town began to take shape on 1 August and, by 31 December, 1,200 people had settled in the new community.



William Lebman Ashmead Bartlett Burdett-Coutts



Charles Alexander Magrath



Elliott Torrance Galt



Montague Aldous

- 14 Ave N - Victoria Avenue [after Queen Victoria]
- 15 Ave N - Princess Avenue [after Princess Street in London, England]
- 16 Ave N - Coleman Avenue [after Coleman, Alberta]
- 17 Ave N - Fernie Avenue [after Fernie, B.C.]
- 18 Ave N - Cranbrook Avenue [after Cranbrook, B.C.]
- 19 Ave N - Portage Avenue [after Portage Avenue, Winnipeg]
- 20 Ave N - Elgin Avenue [after Lord Elgin, Governor General, 1847-1854]

Street names have come down to us from the Village of Stafford [after William Stafford], often referred to as Staffordville, occasionally as Stafford's Village, also Dogtown, as the canines of the community were thought to outnumber the people two to one. This mining community originated in 1890 as Number Three [after the nearby No. 3 Galt mine]. First the Alberta Railway & Coal Company subdivided a parcel of land about a mile east of the mine into 92 building sites but sales were very slow. Then local rancher James F. Pierce purchased 40 acres from the Galt company and subdivided it into one-acre lots on 27 June 1891. The Pierce lots sold briskly as they were within easy walking distance of the mine. The community became known as the Pierce Addition [after James Pierce]. The Hammerburg Addition [after Olaf Hammerburg, who ran cattle and horses under the H lazy B connected and V O F brands in the district about 1892] followed in 1901, the Perry Addition [after James Richard Perry] in 1907 and the Vair Addition [after John James Vair, sometimes spelled Vare] in 1911.

Very little is known about the Hammerburg Addition. It lay between 8 and 9 Sts north of 9 Ave N. The Vair Addition, between 9 and 10 Sts N, was not settled until well after annexation of the village. The portion of the Perry Addition lying along the west side of 13 St N, also subdivided into one-acre lots, was known as Little Wigan because mining families from Wigan, Lancashire, England, settled there. The entire community was incorporated as the Village of Stafford in 1900 so that an Overseer could be elected and responsible political authority established. (The name Number Three persisted for the area west of Stafford Drive North until well into this century.) The village was annexed by the City of Lethbridge in 1913. Street names were:

- 6 St N - Galli Street [possibly after Galli, the people of Gallia, Latin for ancient Gaul or modern France; so-named for French-Canadian miners], often referred to as Garlic Street
- 7 St N - John Street, often referred to as Johnny Street [after John James Vair], also Pierce Avenue [after James Pierce]
- 8 St N - Church Street
- 9 St N - Williams Street [after George Williams whose store at the corner of Williams and Galbraith Streets served as the first post office in Stafford]
- 10 St N - Vair Street [after John James Vair]
- 11 St N - Frank Street
- 12 St N - Galt Street [after Elliott Torrance Galt]
- 12 St B N - Hammerburg Street [The name was variously written Ammerberg, Ammerbury or Hammerberg but the family name

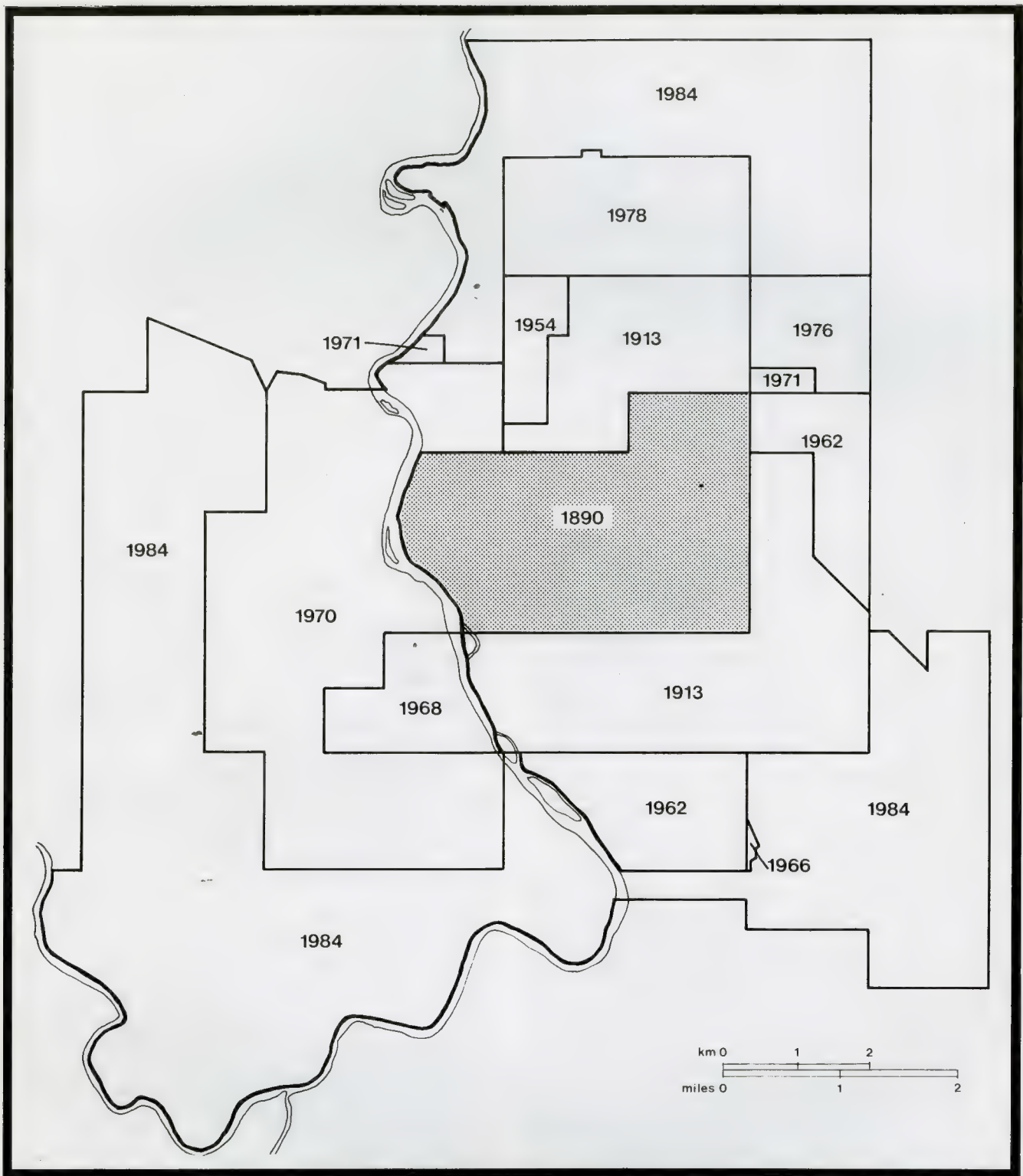
was Hammerburg; after Olaf and Clare Hammerburg]

- 13 St N - Westminster Road [the Perry Addition lay between 12th and 13th Streets North]
- 9 Ave N - Galbraith Street [referred to as Main Street, Staffordville in 1909]
- 10 Ave N - Margaret Avenue
- 11 Ave N - James Avenue [after James Perry]
- 12 Ave N - Edward Avenue
- 13 Ave N - Vera Street
- 14 Ave N - Logan Avenue

Main Street, Hardieville [after William Duncan Livingstone Hardie, mayor of Lethbridge from 1913 to 1928], which was first called Number Six, ran north from No. 6 Galt mine after formation of the community in 1909. Remaining streets and avenues were numbered.

Forty eight additions and subdivisions were surveyed in Lethbridge and vicinity from about 1900 to 1913, many only a city block or two in size. (The word Addition was used until about 1907, after which such developments tended to be called Subdivisions.) Many were outside the city limits of the time and few except the close-in additions were settled until the 1950s and 1960s. Alexander Addition [after Wm. E. Alexander] was located between 10 and 12 Aves and 9 and 13 Sts S. Blocks were small and streets in the addition did not conform to the layout of the rest of the city. Names of the north-south streets, from modern 9 St to 13 St S, were: Cliff, Carlow, Millford, River, Washington, California, Oregon, and Idaho Streets. The east-west streets, from 10 to 12 Aves S, were: Alexander, Montana, Columbia, and South Streets. On 22 April 1908 the H. Macbeth Agency placed on the market a new townsite named Hopkinsville [after Fred Hopkins, brand JF connected, who owned the homestead] at the new AR&ICo No. 5 mine shaft. Dominion Square, a subdivision bounded by 13 and 21 Sts and 9 and 13 Aves N and surveyed in 1912, boasted an 80-foot wide street called Westminster Boulevard running diagonally across it from southwest to northeast; otherwise streets and avenues were numbered. Street names, never used, were selected by the developers.

Names of other additions and subdivisions, mostly descriptive, listed in the 1912 City of Lethbridge Tax Roll and elsewhere were: unnamed subdivisions shown by land description, for example, NE7-9-21-W4 and N5-9-21-W4; Arico Park; Barnsley and Gibbons [after Arthur Barnsley and R.V. Gibbons]; Boulevard Heights; Clarke; Connaught Park [after the Duke of Connaught]; Duff Addition [after John Duff]; East Lynne; Fairmont Addition; Fairview; Georgetown; Glenwood Addition; Grandview; Highland Park; Higinbotham and Colvin Addition [after John David Higinbotham and an associate]; King's Park; Lakeside; Leaside; Lymandale; Manitou; McKillop Addition [after Rev. Charles McKillop]; Mine Centre; Morningside; Mount Royal; Olivetta; Parkdale Addition; Parkside; Parkview; Prospect Park; Queen Victoria Park; River Heights; Rosedale; Rosedale Annex; Salic; Scott Addition [after Hugh Scott]; Silver Heights; Sunalta; Sunnyside; Turner Addition [after C.M. Turner]; Wallwork Addition [after Nathan Wallwork]; Westminster; two subdivisions in what is now West Lethbridge—NW25-8-22W4, surveyed in 1910 and called West Lethbridge, and NE26-8-22-W4, also surveyed around



Here are the acts and orders that permitted the annexation of adjoining lands to the Town and City of Lethbridge: Ordinance No. 24 of the First Legislative Assembly of the North-West Territories, assented to on 29 November 1890; Statutes of Alberta, Chapter 22, assented to on 25 March 1913; Board of Public Utility Commissioners Order No. 15808, 08 September 1954; Local Authorities Board (LAB) Order No. 362, 22 May 1962; LAB Order No. 2794, 19 September 1966; LAB Order No. 3967, 02 December 1968; LAB Order Nos. 4474, 16 October 1969, and 4484, 28 October 1969 [annexation took effect on 1 January 1970]; LAB Order No. 5083, 01 March 1971; LAB Order No. 8558, 09 April 1976; LAB Order No. 10079, 04 December 1978; and LAB Order No. 16670, 01 January 1984. Land area occupied by Lethbridge in 1890 was 3,040 acres, in 1984 it was 29,454 acres. During the period 1890 to 1986 population increased from 1,478 to 60,310.

1910 and called Westmount; and the 125-acre city-owned Industrial District.

Detailed plans were drawn of all additions and subdivisions, streets and avenues were named, and lots were sold to speculators far and wide. Most lots eventually reverted to the city for non-payment of taxes. Water mains were laid, hydrants were installed, and roads were graded in some of the subdivisions, for example, in Queen Victoria Park. Few houses were built on them until after the Second World War when the hundreds of vacant lots—the children's playgrounds of the 1920s, 1930s and 1940s—were finally occupied by homes.

Wherever several families of a particular ethnic or religious persuasion settled, an often derogatory term was likely to be applied to the neighborhood. Thus, at various times and at various places in the City of Lethbridge we have had small communities called Little Wigan (Lancashire English) on 13 St between 9 and 14 Aves N; Little Italy (Italian) between Stafford and Hardieville on about 10 St N; Little Judea (Jewish) centred near a synagogue at 422-6 Ave S; Slavtown (eastern Europeans) centred in the Village of Stafford; and Chinatown (Chinese) centred near 2 Ave and 4 St S.

There were un-named subdivisions in the surrounding countryside although few streets and no street names were indicated on plans. Most lots were never built upon. There were three subdivisions in the McLean School district [after Hon. Archibald James McLean] in W1/2SE27-8-21-W4 (subdivided in 1913 by G. Delaney), N1/2SE26 and NE26-8-21-W4 (subdivided by L.M. Johnston and W.J. Kaiser in 1912), and NW25-8-21-W4 (subdivided by W.J. Lloyd in 1919). There was a subdivision north of Broxburn [after Broxburn, Linlithgowshire, Scotland] in NE2-9-21-W4, another in SE10-9-21-W4, still another in SW14-9-21-W4, and two others in E28-8-21-W4. There was a subdivision in SE23-8-21-W4 and several smaller subdivisions in the area immediately south of the city. Most of these rural subdivisions consisted of one- to ten-acre sized plots.

There was little activity in street naming in Lethbridge from May 1913, when the western real estate and building boom collapsed, to July 1945, when the 1912 Parkdale Addition was chosen as the first site for veteran's housing. In November, council decided that streets in Parkdale would be named in honor of battles of the Second World War in which Canadians had fought and died. Thoroughfares in the new community became Dieppe Boulevard, Cassino Street, Corvette Crescent, Dunkirk Street, Falaise Street, Normandy Road, and Ortona Street.

Services were extended to the new Glendale subdivision, east of Mayor Magrath Drive, in November 1949. All streets and avenues were numbered, the subdivision being bounded by 23 and 28 Sts and 3 and 6 Aves S.

In April 1959 council decided to rename 10 Ave S from Mayor Magrath Drive to the city limits and to call it Parkside Drive. The extension of 7 Ave from 28 St S to the city limits, part of a 1930 plan of subdivision, was called Park Drive, later changed to Parkside Drive. Council's action set off a fuss which lasted until E.B. Lilly suggested that the 10 Ave extension be called South Parkside Drive and Parkside Drive be called North Parkside Drive. (According to residents, there is still confusion with misdirected mail and other annoyances.) The connecting road past the Exhibition Grounds was called Parkside Drive although shown

on 1960's maps and later as East Parkside Drive. (In 1912 the roads encircling Henderson Park were called North Drive, East Drive, South Drive and West Drive.)

A pent-up demand for housing, caused by ten years of depression and six years of war, set off a building boom in the city in the post-Second World War years. Suburbs spread widely, one of the largest being the 1952 Lakeview Subdivision, which eventually included about 500 acres south of South Parkside Drive and east of Mayor Magrath Drive South. The name was descriptive although in its early stages the subdivision was popularly called Pahulje's Coulees (a term coined by CJOC Radio announcer Don Slade), after Ludvig Pahulje, the developer who built the Park Plaza Hotel and other business complexes.

Few street naming records from the early days of Lakeview have survived. Fern Crescent, named in June 1956, was the first break from numbering there. Interviews indicated that the system (a mixture of numbered and named streets) was unsatisfactory. For example, a plumber told of getting an emergency call from a customer but being unable to locate the address. Similar stories were told of other emergencies and the matter was discussed by council. In 1986 the subdivision was still looked upon as a planning nightmare.

A later internal report said in part: "In all fairness to the person or persons responsible for naming the streets in the Lakeview area, it should be noted that this district started 20 years ago when the city decided to adopt contour planning, thus making it nearly impossible to use the number system on all streets. It appears the idea did have some imagination, but problems were encountered when the area expanded a few years later and the prefix Lake was continued into a much larger area. This system has not been used since that time."

By December 1959 authorities were forced to begin to organize a system for the naming of streets. Lawrence Smith, Oldman River Regional Planning Commission, described to a June 1960 meeting of council how a street naming system could be inaugurated by breaking the city into neighborhoods and districts, then naming streets alphabetically within each district. Smith used as an example the Keith Subdivision [after a Calgary developer], bounded by 23 and 28 Sts and 5 and 9 Aves N, and suggested a geographical street naming theme with such names as Atlantic Crescent, Bahama Road, Bermuda Road, Jamaica Crescent and Trinidad Road for streets in the subdivision. (These names were never used, streets being numbered instead.)

By March 1961 contour vs grid planning was being seriously discussed, with planners greatly in favor of the former. However, council was still suspicious and, in an amusing statement, indicated that it would put to the test all claims by planners that crescents, cul-de-sacs, and other curvilinear concomitants of contour subdivision design saved money. Pros and cons of the two systems were discussed at length in the 1964 General Plan, the only advantage of the grid system being that it was easy to find an address. It was noted that a form of contour planning had been used in the Lakeview Subdivision as early as the mid-1950s.

On 13 October 1964 the city manager wrote to council and recommended the setting up of a special committee to deal with the naming and re-naming of streets, par-

ticularly in the Lakeview area. Council agreed and appointed a committee of the City Manager, Postmaster, Director of Planning, and Alderman George Watson to formulate policy and submit names of prospective members. A Street Naming Committee was established in November.

At first the committee was not very active. No minutes prior to 1975 have survived and the committee was seldom mentioned in council discussion. Council itself, it seemed, had usurped the Street Naming Committee's function. On 2 January 1973, in an attempt to change this, council passed the following resolution: "That letter from the City Manager, dated December 20, recommending that a policy be implemented whereby the street naming and numbering committee will consist of the Traffic Supervisor, Development Officer and Planning Liaison Officer and that names bearing some unique relationship to the district and/or subdivision and/or historical development of the city, or special features of the city, will be utilized in conjunction with a basic grid numbering system and that the names and numbers developed will be submitted to the Development Review Committee for consideration and the final version of the recommendations will be submitted to the Municipal Planning Commission with the existing street identification policy, as indicated as No. 236 of the General Plan Adopting By-law, being used in establishing street names and numbers by the Municipal Planning Commission, be filed and further that the recommendation be approved."

In 1975 planners and the Street Naming Committee submitted to council a list of names for arterial roads in West Lethbridge, commonly called The West Side. (The names Westbridge and Bellvedere had been proposed and rejected for the first new development, which was called Varsity Village.) Building had just started in the subdivision (the first home was built by Mr. and Mrs. J.L. Peard on a lot purchased in August 1973) and a detailed plan to accommodate in excess of 30,000 people had been drawn up. In all, 13 villages were delineated in West Lethbridge although only two (Varsity Village and Indian Battle Heights) and part of a third (Mountain Heights) had been developed to 1986. Ridgewood Heights, although partially developed, is for all practical purposes part of Indian Battle Heights. The new development will not be large enough to include the commercial, school and other institutional facilities needed to make a village function as such.

The street naming themes selected for each village were: Ridgewood Heights [being developed], Sunrise Estate, River Bend, Mountain Heights [partially developed], Varsity Village [fully developed], Indian Battle Heights [fully developed], unnamed (investors-scientists), unnamed (Canadian cities), unnamed (local history), Discovery Plains, Fortress, unnamed (Canadian-Alberta politicians) and unnamed (artists-composers). Theme areas or villages in West Lethbridge and throughout the city typically had an area of about 640 acres. The University of Lethbridge was located on 315 acres of the new subdivision in 1971, the first building to go up on the west side of the Oldman River.

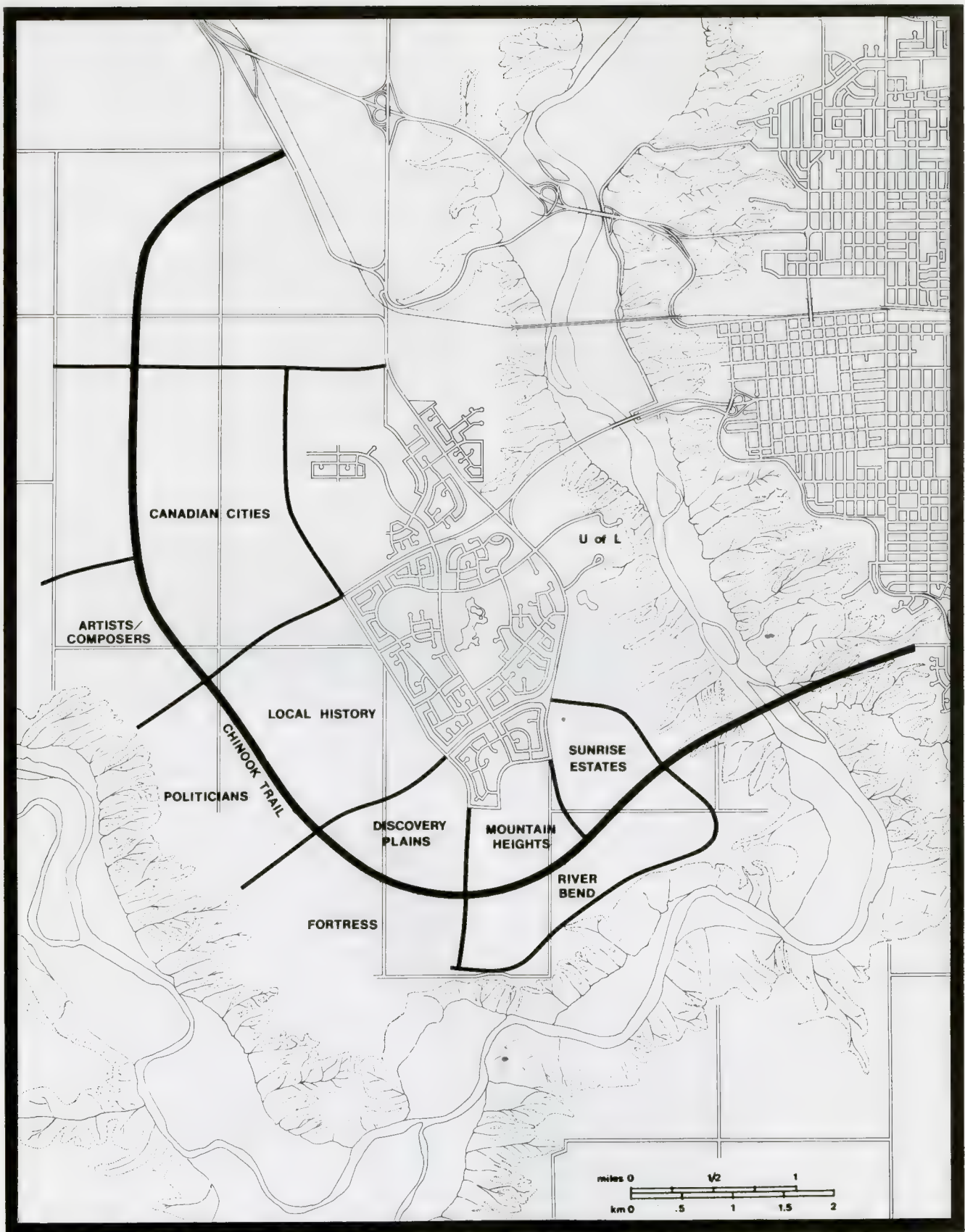
It was not until 1977 that the Street Naming Committee began seriously to formulate policy. As a first step, the chairman contacted administrators in Calgary, Edmonton and Regina to find out what the naming policy was in those

places. On 8 December 1980 council, by resolution, drew up a revised policy for naming municipal streets, parks and subdivisions. The responsibilities of the Street Naming Committee were increased, notably by its being authorized to name parks and subdivisions. Its name was changed to the Municipal Names Committee. Members were appointed by the city manager. A written Policy for Municipal Names Committee was prepared and, after implementation in 1983, provided the guidelines for the naming of area structure plans, neighborhoods or subdivisions, roadways, parks, and any other public facility that required naming.

Post-war subdivision names in use—some official, many vernacular—include the following: Anderson Industrial Subdivision [after Andrew Charles Anderson], Block Z, Bridgeview, Churchill [after Winston Churchill], Churchill Industrial Subdivision, College Subdivision, Dominion Square, East Lakeview, Frache's [after Frache Bros. florists], Glendale, Hardieville [after W.D.L. Hardie], Hill Industrial Subdivision [after W.T. Hill], Indian Village [Indian Battle Heights], Keith Subdivision, Krahn [after Henry Krahn, president of Krahn Homes Ltd.], Krahn-Boychuk, Lakeview, Lakeview Subdivision, London Road, Martin SE Lethbridge, Marty's Subdivision [after Louis Marty owner of Marty's Asparagus Farm, long a local landmark], Mountain Heights, Mountain View Subdivision, North Churchill, Park Meadow, Park Royal, Parkdale Veteran's Subdivision, Radburn, Ridgewood, Rollag, Scenic Heights, Shackleford Industrial Subdivision [after A.W. Shackleford], Sherring Industrial Subdivision [after Frank Sherring], South Lake, Southeast Lakeview, St. Edward's Village, St. James' Terrace, St. Paul's Subdivision, Stafford Heights, Super Block D&E, Tudor, Tudor Extension, Uplands, Valleyview, Varsity Heights, Ventura Village, and Willowbrook.

Rural subdivisions include Davy Subdivision on the southern outskirts of Diamond City; Harrison Subdivision on the western outskirts of Coaldale; Moon River Estates, on 13-9-24-W4; Sunset Acres, on NE20-8-22-W4; Westview Acres, on old No. 3 highway west of Kipp on S2-9-23-W4; and an un-named subdivision being developed by Robert Michael (Bob) Luco on SE18-8-21-W4. The late J. Allan Jarvie tried for years to subdivide E31-8-20-W4 but was never able to obtain county approval. His efforts were being carried on in 1986 by his daughter, Karen.

The naming of West Lethbridge was the first major task undertaken by the Municipal Names Committee and the earlier Street Naming Committee. Other naming projects in the 1980s included Uplands, Valleyview, Stafford Village and Tudor Estates [after a pioneer family] subdivisions. Street naming themes included alpine plants in Valleyview and alpine animals in Uplands. Attempts were made in the new subdivisions to follow an alphabetical listing of street names so that addresses could be more easily found. However, this proved difficult to follow in practice. Names were solicited by the Municipal Names Committee from many sources with developers often having considerable input. In 1986 none of the latter had been permitted to use abominations such as Lullaby Lane or Slumber Street although it was probably only a matter of time until these horrors entered the lexicon of Lethbridge street names. (Sunset Lane had already done so.)



Future West Lethbridge subdivisions, street naming themes, and proposed ring road complex.

Street and Avenue Numbers

Certain districts of Lethbridge were divided into large blocks at the time of the initial survey, particularly the area surveyed by Charles A. Magrath in 1890 and the southeastern irrigated small holdings, surveyed around 1905.

A result of those surveys was the need to subdivide the large blocks into smaller, more manageable ones when the districts involved were settled and had residences built upon them. This in turn meant a proliferation in A, B, and C streets in various districts in order to conform to the original numbering system.

There are differences of opinion as to how the A, B, or C streets and avenues should be shown in addresses.

Insurance manuals in 1915 listed the changes in street nomenclature that had taken place in 1910. Examples from these lists are: 1st "A" Ave. North, 3rd "A" Ave. South, and 12th "C" St. North. The letter designation was capitalized, enclosed in quotation marks and followed the street or avenue number.

On 27 August 1928 council addressed the matter for the first time. Discussion ranged over the subject of changing those streets or avenues bearing a letter in addition to a number to consecutive numbers. An example suggested was 12th Street A South, which would be changed to 13th Street South. Similarly, 12th Street B and 12th Street C would be changed to 14th Street and 15th Street, respectively. Aldermen concluded that changing so many street and avenue designations would lead to great confusion and expense and the idea was dropped. However, in the early 1950s, council ordered that newly surveyed streets and avenues in the former irrigated district, since it was still mostly farmland, be assigned consecutive numbers. (The former 13th and 16th Avenues South became 15th and 20th Avenues South, respectively).

During its August 1928 discussion council referred to 12th Street A South, 10th Avenue A South and so on, the capitalized letter designation always

following the word street or avenue.

Lethbridge Henderson Directory followed the same procedure. It used designations such as 12th Street A South and 10th Avenue A South, with a capital letter following the word street or avenue.

Metal street and avenue signs at intersections also use the numbering system of 12th Street A South and 10th Avenue A South, abbreviated to 12 St A S or 10 Ave A S.

The Lethbridge telephone directory uses an abbreviated numbering system with lower case letters, which follow the street or avenue numbers, such as 5aAveN, 10aAveN, 12bStS, 12cStN, and 31aStS.

The Lethbridge postal directory also uses a system where the letter follows the number. Everything is capitalized: 3 A AVE S, 5 A AVE N, 12 B ST N, 18 A ST N, and 20 A AVE S.

The city's Customer Services — Utilities branch enters addresses into its computer as follows: 3 A AVE S, 5 A AVE N, 12 B ST N, 18 A ST N, and 20 A AVE S.

According to the City Land Director, whatever the first surveyors put on plans and had registered had legal status and was correct. The City Solicitor disagreed and thought that any of the methods outlined above or, in fact, any clear unequivocal description of an address would stand legal scrutiny. All, he thought, were correct.

Thus, there is no one correct way to write Lethbridge addresses although the style 12th Street A South tends to be favored by individuals, the 12 A St S style by agencies using computers. A look at early plans in the Sir Alexander Galt Museum archives showed that there must have been unofficial agreement among surveyors because they used the style 12th Street A South, that is, a capital letter following the word street or avenue. The widespread use of computers has changed the rules.

It should be noted in conclusion that, in recent years, the letter W has been used to identify West Lethbridge. The letters N and S have long been used to identify addresses in North and South Lethbridge, respectively. Thus a few random Lethbridge addresses are: Algonquin Bay W, Corvette Cres S, and Oriole Rd N.

The policy of the Municipal Names Committee was that street names shall accommodate the computer base retrieval system which shall be compatible with assessment. Up to 1986 no name had been chosen that exceeded the number of characters which could be handled by the city computer.

Two hundred and nine named avenues, bays, boulevards, closes, courts, crescents, drives, mews, places,

roads, and streets are listed under Lethbridge in the Henderson's Lethbridge City Directory 1986, issued in December 1986. Only about 45 of these names could, by any stretch of the imagination, be thought of as conforming to city council's 2 January 1973 resolution that "names bearing some unique relationship to the district and/or sub-division and/or historical development of the city, or special features of the city, will be utilized."



Galt Garden Park as it appeared in 1897 (top), when it was called *The Square*, and in 1925 (bottom), when it was called *Galt Gardens*. The area was set aside in 1885 as a breathing space for the city that Elliott Galt was sure would soon surround it. It was used mostly as a playing field at first, particularly for baseball, lacrosse and cricket. Landscaping began in 1910. The building in Galt Gardens was the *Publicity Building* (1909-1910), the *Board of Trade Building* (1910-1944), and *Gurney's Museum* (1944-1961). The top portion of the building was long used as a bandstand, the second in Galt Gardens, the first bandstand being located on the west side of the Gardens, opposite the *Lethbridge Hotel*. In its 102-year long history, Galt Gardens has never approached the tranquility and beauty that it attained in the 1920s. The *Artic Oil Refinery*, located on 7.5 acres at 5 St and 3 Ave N, can be seen in the middle distance.

Chapter 3

Parks and Playgrounds

In March 1885 Elliott Torrance Galt, General Manager of the North Western Coal and Navigation Company, Limited (NWC&NCo), approved Montague Aldous' first town plan, which was made available for viewing (and sale of lots) in the company's riverbottom office on 9 May. A noteworthy feature of the plan was a ten-acre open space on Baroness Road (1 Ave S) between Round (5 St S) and Glyn (7 St S) Streets. A local misconception is that the ten-acre tract was set aside as a turning around place for the by-this-time infrequent bull trains. Round Street, it is said, was named because the bull trains turned 'round near there. (Round Street was named after Edmund Round, a shareholder in the NWC&NCo.)

But Elliott Galt stated in 1908 that the ten-acre block, called The Square, was set aside in 1885 as a park and playground for the city that he was confident would some day develop around it. Thus the Square, now Galt Gardens Park, was the first of the 74 parks and playgrounds in Lethbridge or under development there in 1986.

A history of Lethbridge's parks department is beyond the scope of this chapter. As early as 21 February 1907 the city began pressing the Dominion government with a view to acquiring the RNWMP barracks for parks purposes. On 17 June 1908 there was a report of a horse race meet at Letherta Park. It was sponsored by the Lethbridge Turf and Athletic Association and 500 persons attended. The name Letherta Park was a contraction of Lethbridge and Alberta. At various times in the early days there were three race tracks in Lethbridge: one in Queen Victoria Park, one in North Lethbridge off 5 Ave near 43 St N and one on the Medicine Hat trail, the latter two known only because they show up on early aerial photographs. On 4 July 1910 city council set aside a vacant lot at 1231-5 Ave A S as a children's playground and voted \$250 for improvements. On 17 October 1910 council purchased from Mrs. Frank Fane (nee Margaret Duff) a triangular-shaped lot at the corner of 4 St and 7 Ave S, adjacent to the Athletic [later Eckstorm] Park, and added it to the city's park holdings. On 15 October 1912 council decided that a Department of Parks & Boulevards be now created and J.H. Mitchell be appointed head. And on 31 January 1913 David John Whitney donated eight acres of SW21-8-21-W4 to the city for park purposes. The donated land was a low-lying area cut off from the quarter section by a jog in the Six-Mile Coulee Road, then the main entrance into the city from the south. Nothing further is known of use of the land by the city.

Here are the City of Lethbridge parks and playgrounds:

Active 20-30 Playground. Located at the north end of the South or Lakeview Greenstrip, now officially part of the Coal Banks Trail, and bounded by Lakewood Road, Lakeview Drive, Glacier Drive and South Parkside Drive, the park-playground-greenstrip occupies about ten acres and was developed in the 1960s. The name, which refers only to the play equipment and its immediate area, commemorates the Active 20-30 Club of Lethbridge and its financial contribution to the project.

Adams Park. Located at 13 St and 9 Ave N, the park contained 8.13 acres and was developed initially by city crews about 1923. The property, then ten acres in extent, was purchased by the city from the CPR in 1909 as part of a deal involving the acquisition of the 315-acre Henderson Park. It was used for years as an unimproved playing field. The name commemorates Elias (Shorty) Adams, mayor of the city in 1910-1911, who stood six-feet-four.

Alexander Wilderness Park. Located in the river valley west of Hardieville, the park contains 98 acres of floodplain. The name commemorates Lorenzo Alexander, listed in October 1885 as the operator of a Milk Ranch in the Town of Lethbridge. The park was opened in June 1986.

Algonquin Park. Located on Algonquin Road, West Lethbridge, the park contains 4.12 acres and was developed in 1983. The name was one of many native Indian names selected for use in the Indian Battle Heights section of West Lethbridge. The choice of name related to a policy of naming small parks for the streets on which they fronted, a policy designed to help the public find the particular park. (See also Cedar, Columbia, Dalhousie and others.)

Atso-Towaawa Park. Located at the intersection of Red Crow Boulevard and Mohawk Road in the Indian Battle Heights section of West Lethbridge, the park contains 22.6 acres and was developed in 1980. The name commemorates traditional chief Jim Shot Both Sides, *Atso-Towaawa*, (transliterated as *Aatsotawa* in the Kainai News) of the Blood Indian Tribe. The park was subdivided in 1986 when 8.4 acres were removed from the Public Reserve to allow for construction of Mike Mountain Horse School.

Botterill Bottom Park. Located in the riverbottom just south of the Sixth Avenue bridge, the park occupies 200 acres and was named in 1986. The name commemorates Thomas Botterill, an early Lethbridge merchant, who ran a few cattle there in the 1880s and 1890s. First called Utility Park for administrative convenience, it was the location of the waterworks (1904-), the city power plant (1909-1973), the city mine (1909-1941), and the No. 1 sewage treatment plant (1911-1985). On 11 August 1986, council approved the name Botterill Bottom for a portage, an emergency boat launch and a public boat launch on the east side of the river valley near the city weir.

Brewery Garden. The brewery garden is located on a deadend road, formerly an extension of 1 Ave S to the Macleod Trail, and is accessible also by a one-way road from No. 3 Highway. The garden was under active development as early as 1960. The name commemorates Sick's Lethbridge Brewery, in 1986 owned by Molson Cos. Ltd, of Montreal. The garden began in the 1950s when the brewing company planted trees to stabilize the coulee bank near the loading docks on the north side of the building. The bank stabilization project failed but landscaping gradually moved westward along the north-facing slope of the coulee, becoming a city beauty spot and major tourist attraction in the process.

The Riverbottom

Although 250 persons lived in the riverbottom in 1884, the population declined to about 50 by 1912. In that year the City of Lethbridge purchased 160 acres of riverbottom land from the Canadian Pacific Railway for \$100 per acre. Five- to-ten-acre River Valley Tracts were surveyed and were leased as market gardens although most of the lessees grew alfalfa instead. Settlement was encouraged. By 1948 there were 83 families in the locality with a population of about 300 people, including 50 children. The name of the community had become Riverside, replacing the earlier Coalbanks, Lower Town, Belly River Bottom, The Bottoms, The Company Bottom, or The Riverbottom. Many residences were single-person shacks scattered here and there along the trails throughout the bush. But a few were substantial houses. There was a store, usually called Delmark's store [after John Delmark], but properly called Riverside Grocery.

The locality became a civic problem for many reasons, not the least of which were periodic floods and consequent threats to life and property. In June

1950, after a year's study, the Town Planning Commission (TPC) submitted these recommendations to council:

- ☐ that no new residences be constructed in the riverbottom,
- ☐ that leases be cancelled and improvements be removed,
- ☐ that squatters be ejected,
- ☐ that the TPC investigate development of the area as a park.

The reasons for condemning the riverbottom settlement were:

- ☐ it was undesirable as a location for homes because of the flood hazard,
- ☐ it was impractical to provide sewage disposal for the area,
- ☐ it constituted a fire hazard with no protection whatever then existing,
- ☐ it cost more than the taxes on all buildings for school van services

A major flood in June 1953 settled the issue, resulting in the evacuation of people from the riverbottom and its development as Indian Battle Park.

Brook Area. The project includes 1.63 acres and was developed in 1977. It consisted of a short greenstrip connecting Laval Boulevard with University Drive. The name is descriptive in that a shallow drainage runs through the property.

Bull Trail Park. Located on the west side of the Oldman River immediately north and south of Whoop-Up Drive, the park includes Indian Battle Coulee and the Nicholas Sheran cabin and mine sites. The park occupies about 200 acres and was named in 1986. The name commemorates the bull trains that once hauled supplies from Fort Benton, Montana Territory, into southern Alberta and, on the return trip, hauled buffalo hides, wolf skins and coal to Benton. A start was made on an Indian battle cairn, interpretive kiosk and parking lot, with pedestrian trail construction to follow, but vociferous opposition by Ridgewood Heights residents killed the kiosk project in December 1986. The cairn commemorating the Indian battle likely will be reinstalled.

Cedar Park. Located on Cedar Place, the park contains 1.26 acres and was developed in 1979. The name is one of several tree species used as a street naming theme in the southeastern part of Lakeview Subdivision.

Civic Centre Field. Located on the southeast quarter of the Civic Centre at 11 St and 6 Ave S, the field occupies 3.70 acres and was developed in 1951. It had been used for recreation and training since the area was set aside as the North-West Mounted Police barracks in 1886. The property was acquired by the city in July 1939 at a cost of \$6,841 for the north half. At the same time, the south half of the barracks square was leased to the city for 99 years at one dollar per year for use only as a public park or for recreational purposes. Thus the area, title of which is now vested in the City of Lethbridge, played a key role in the

city's new open space recreation and parks system in the immediate post-Second World War period. The name describes the location.

Coal Banks Trail. An eight-foot wide asphalt, sometimes red shale, trail was used by hikers, bicyclists, joggers and others and wended its way for 17 miles via connecting parks and greenstrips from Henderson Park north to the vicinity of Hardieville, then up the valley of the Oldman River and through another greenstrip, formerly called the South Greenstrip, back to Henderson Park. The name commemorates the 1860s European translation of the Blackfoot term, *Sik-oob-kotok* (Black/rocks), as The Coal Banks. In 1986 the trail was still under development as part of the Urban Parks/Heritage Trust Fund project. A tendency to run the words Coal Banks together into Coalbanks was evident in news reports. In August 1986, tenders were awarded for a further \$506,000 to complete the Southeast Coal Banks Trail from Indian Battle Coulee to the Lethbridge Community College. Eventually, it is expected that 36 miles of asphalt or red shale trails would wind through the city. The equestrian portion of the trail system is to be located in Pavan Park.

Columbia Park. Located at the intersection of Columbia Boulevard and Columbia Bay, the park includes 5.89 acres and was developed in 1982. The name, which commemorates Columbia University in New York City, was one of many such names related to North American and British universities selected for use in the Varsity Village section of West Lethbridge. Names were selected from a book of university names by the Street Naming Committee.

Columbia Place Playground. Located in Columbia Place, the playground includes 0.97 acres and was developed in 1981. The name commemorates Columbia University in New York City.

Dalhousie Court Playground. Located in Dalhousie

Court, the playground includes 0.65 acres and was developed in 1978. The name commemorates Dalhousie University in Halifax, Nova Scotia.

Dave Elton Park. Located at Stafford Drive North and 6 Ave N, the park included 15.8 acres and was developed in 1962 to replace a softball park taken out of service by relocation of the Mayor Magrath Drive and 7 Ave S intersection. The name, approved by council on 18 December 1961, commemorates David Horton Elton QC, mayor of Lethbridge from 1935-1943.

Dominion Park. Located at 13 St and 23 Ave N, the park includes 4.75 acres and was developed in 1977. The name commemorates Dominion Square, a 1912 subdivision, which was not built on until the 1960s. The park was shown on early plans for administrative convenience as Krahn Park after Henry Krahn, president of Krahn Homes Ltd., who built the adjacent apartments.

Galt Gardens Park. Located on 1 Ave between 5 and 7 Sts S, the park includes 9.16 acres and has been a part of downtown Lethbridge since 1885. The name commemorates the Galt family, which developed Lethbridge. First known as The Square, then as The Public Square, it became Galt Park on 18 October 1909. The property, except for a 200-foot square central reserve, was donated to the City by Elliott and John Galt on 28 September 1908, and transferred to the city by the Alberta Railway & Irrigation Company on 31 August 1909. The transfer was formalized by an act of the Legislature on 7 November 1910. The central reserve was transferred to the city by the CPR on 15 February 1926. The name, Galt Gardens, was first used by council on 31 March 1913. And the name, Galt Gardens Park, dated to 8 December 1980.

General Stewart Rotary Park. Located off Corvette Crescent adjacent to General Stewart School, the park occupies 2.2 acres and was developed in 1948. The name

commemorates Brigadier General John Smith Stewart, Lethbridge's highest-ranking military officer, and the Rotary Club of Lethbridge, which announced sponsorship of the project on 20 October 1947.

Georgetown Park. Located at 11 St and 43 Ave N, the park occupies 1.7 acres and was developed in 1982. The name commemorates the 1909 Georgetown Subdivision, which was located in LDS16-18-9-21-W4, on the outskirts of Hardieville.

George Vaselenak Miners' Library Ball Park. Located at 18 St and 15 Ave N, the ball park was dedicated on 17 July 1986. The name commemorates George Vaselenak, a noted Lethbridge sportsman, and the Lethbridge Miners' Library Club Inc, which financed the project.

Gyro Park. Located at 14 St and 10 Ave A S, the park occupies 6.92 acres and was developed in its present form in 1950. The name commemorates the Gyro Club of Lethbridge, which financed professional landscaping. The park was started in 1891 when the Lethbridge Turf and Athletic Association leased 40 acres from the Alberta Railway and Coal Company with an option to buy for \$8.00 per acre. The property was fenced and barns were built. In 1896 the Lethbridge and District Agricultural Society was formed, took over the Turf Association's 40-acre tract and began payments on the property. Briefly called the Society's Grounds, it was the scene of Lethbridge's first agricultural fair in 1897. A horse racing track with grandstand was built and, from 1897 to 1910, the park was the site of the annual agricultural fair and exhibition. It became known as Queen Victoria Park in 1897. In 1912 mayor George M. Hatch explained, "We had 40 acres which had practically been given to us at \$8 per acre by the company operating here. Two years ago, we subdivided this property, and laid out a park, and sold the property for \$102,000. Then we bought 315 acres [Henderson Park] containing a natural depression of 140 acres,

Peenaquim or Seen From Afar

In 1832 the leading chief of the Blood tribe was Bull Back Fat, who had taken over from Spotted Calf in 1812. Bull Back Fat ended a 26-year long quarrel with the Americans and allowed their traders limited access to Blackfoot territory.

About this time *Peenaquim* or Seen From Afar became chief of one of the several Blood bands. He was a flamboyant man with an excellent war record. When he assumed leadership, his sister, *Natawista*, or Holy Snake, married Alexander Culbertson, the chief trader of the American Fur Company. The combination of Seen From Afar's aggressive leadership and his influence with the traders soon tipped the balance of power away from Bull Back Fat.

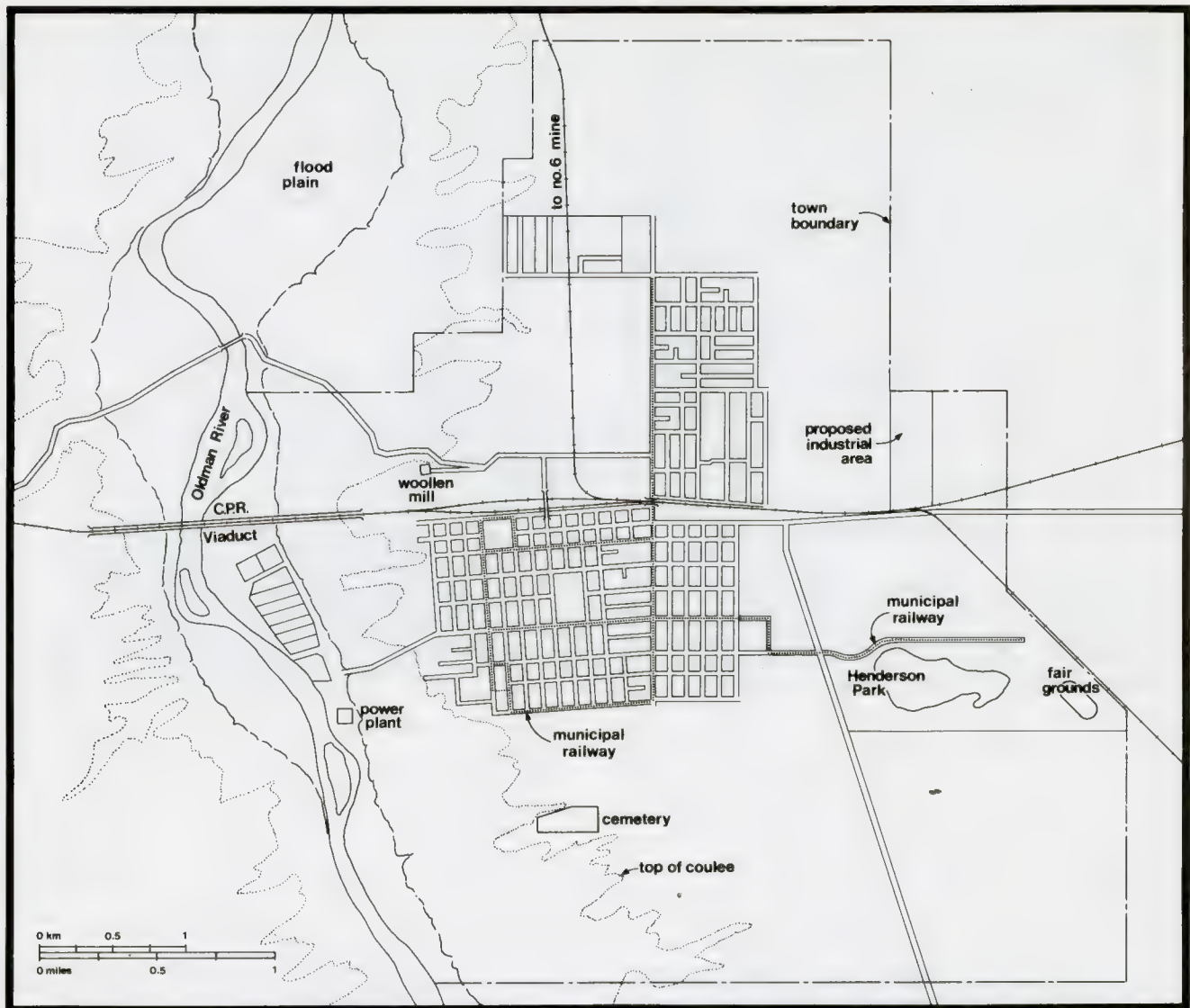
Nevertheless Bull Back Fat and Seen From Afar were recognized as the two leading chiefs of the tribe at the signing of the treaty with the American government in the Judith Basin in 1855. Seen From Afar was given the honor of being the first to sign the document.

Seen From Afar led the Bloods from the early

1840s until 1869. He was followed by *Kyisiksimum* or Black Bear, who died in 1870 in a smallpox epidemic that earlier had claimed Seen From Afar. *Mekaisto* or Red Crow took over in 1870 and led the tribe until 1900. He was followed by *Makkoioy-oopistaki* or Crop Eared Wolf from 1900 to 1913, then by *Aatsotawa* or Shot Both Side from 1913-1956. Finally, another *Atso-Towaawa* or Jim Shot Both Sides, commemorated in a city park, led the tribe from 1956-1981, except for 1965 and 1966. All these men were members of the same family. Among them they amassed a remarkable 150-year long record of leadership and service.

Seen From Afar's contributions to his people were made as a warrior, as a leader, as a deeply religious person, and as a wealthy man. He died of smallpox near what is now Lethbridge in 1869. His body was placed on a burial scaffold in a large plain's cottonwood on the east side of the Oldman river a few hundred yards north of the No. 3 highway bridge. The area where the burial tree stood is now called Peenaquim Park.

Adapted from *Red Crow: Warrior Chief*
by Hugh A. Dempsey



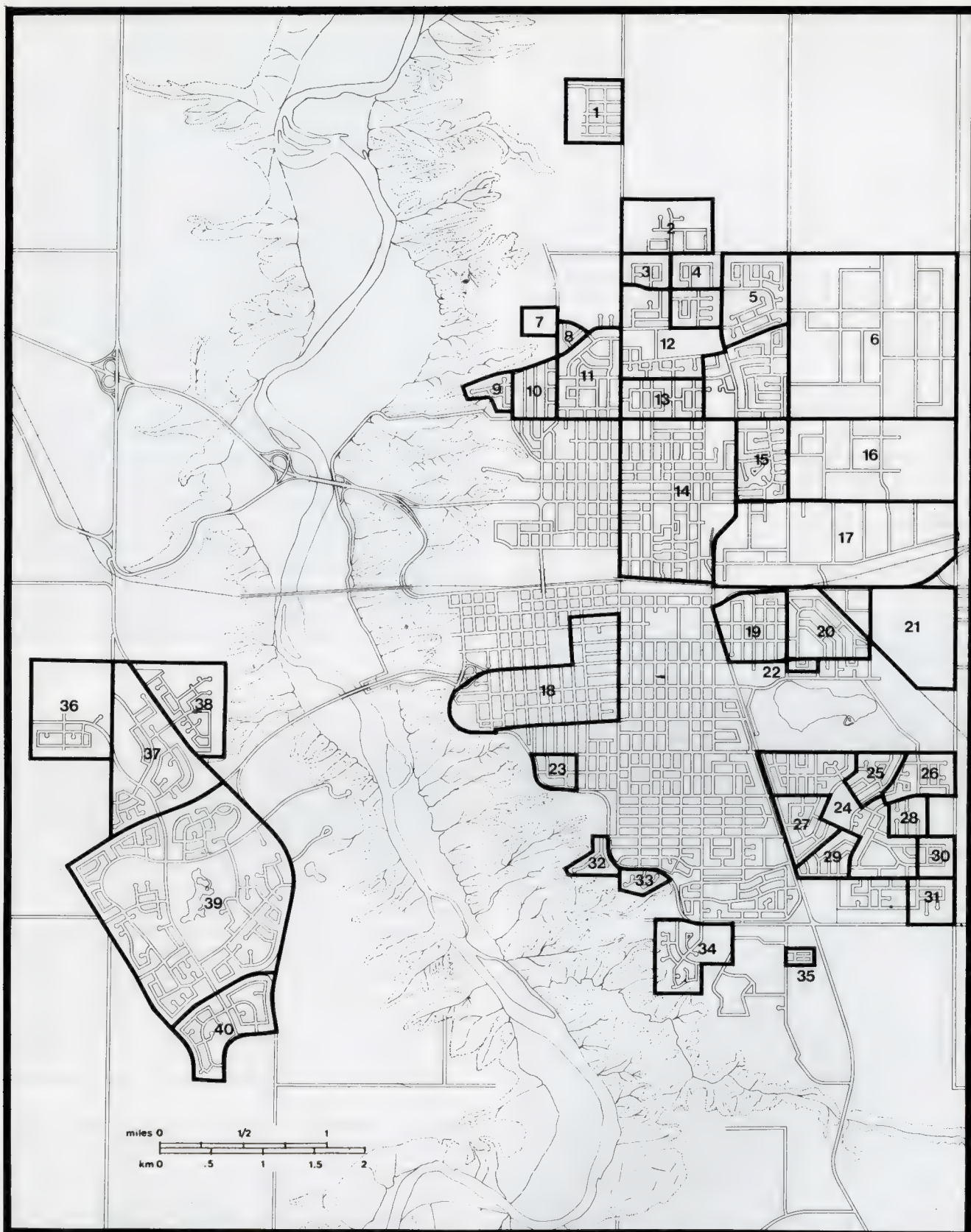
Lethbridge in c.1912.

suited for a lake [Henderson Lake]. We fenced in 63 acres [Exhibition Grounds], using the proceeds from our 40 acres to improve it and make it into a fair ground." After 1913 most of the Queen Victoria Park property reverted to the city for non-payment of taxes and was not built upon until the late 1930s when lots were sold to builders for immediate use at \$25 each. The name was changed to Gyro Park at least as early as 1964 when the new name showed up in the city's budget.

Henderson Park. See Gyro Park. In 1909, 315 acres of land, lying between the Coutts and Crow's Nest railway lines, was purchased by the city from the CPR for \$150 per acre. (The Crowsnest Railway right-of-way became Mayor Magrath Drive South.) An early suggestion for a name was Altabridge Park and Lake. The name, Henderson Park, first appeared in city minutes on 12 January 1910. There was a large slough, called Slaughter House Slough, on the property. In 1911-1912 a 300-foot long, seven-foot high embankment was built across the lower end of the drainage and the resulting 91-acre basin was filled with irrigation water. It was called Henderson Lake. Sixty three acres along the Coutts railway was set aside as the Exhibi-

tion Ground, the remainder as a recreational park. The name commemorates William Henderson, mayor of Lethbridge in 1908-1909, who conceived the project and arranged for the purchase of the land. Henderson Lake Golf Course occupies 188 acres south of the lake. It had grown out of the Hudson's Bay Company Athletic Association, which developed a small golf course there in 1913. The complex includes Henderson Pool, developed in 1962, and Nikka Yuko Centennial Garden and Centennial Rose Garden (also known as the Sunken Garden), both developed in 1967. Henderson Park quickly became, and has remained, the linchpin of the city's park service. A major redevelopment, which included dredging, creation of islands, and a perimeter pedestrian-cyclist trail by the Urban Parks/Heritage Trust Fund project, was completed in June 1986.

Indian Battle Park. Located in the river valley in an area originally called the Company Bottom, the park occupies about 150 acres and was developed in 1960. The name, approved by council on 8 February 1960, commemorates the Last Great Indian Battle fought within Lethbridge's city limits on 24 October 1870 between Blackfoot and Cree



Key to the Districts: 1/ Hardieville; 2/ Uplands; 3/ Krabn; 4/ Krabn/Boychuk; 5/ Park Meadows; 6/ Churchill Industrial Park; 7/ Stafford Heights; 8/ St. Edward's Village; 9/ Ventura Village; 10/ Staffordville; 11/ St. Paul's; 12/ Churchill; 13/ Dominion Square; 14/ Westminster; 15/ Keith; 16/ Shackelford Industrial Park; 17/ Anderson Industrial Park; 18/ London Road; 19/ Glendale; 20/ Parkdale Veterans; 21/ Hill Industrial Park; 22/ Frache's; 23/ Mountain View; 24/ Lakeview; 25/ East Lakeview; 26/ Marty's; 27/ South Lakeview; 28/ Radburn; 29/ College; 30/ Southeast Lakeview; 31/ Martin Southeast Lethbridge; 32/ Block 'Z'; 33/ Park Royal; 34/ Tudor; 35/ Rollag; 36/ Willow Brook; 37/ Indian Battle Heights; 38/ Ridgewood; 39/ Varsity Heights; and 40/ Mountain Heights.

and believed to be the last great inter-tribal Indian battle in North America. The Blackfoot winter count for 1870 was *Assini/itomotsarpi/akaenaskoy* or Assiniboin/s/when we defeated them/Fort Whoop-Up. The area was known also as *Assini-etomochi* or Where we slaughtered the Crees, transliterated by modern Blood linguists as *Asinaawa-itomottaawa*. Public calls for a park at this location were made on 22 September 1911 and again on 30 June 1919. In 1912 the city purchased 160 acres of the Company Bottom from the CPR for \$100 per acre, called the area the River Valley Tracts and leased small holdings to potential market gardeners. The area was referred to as the River Bottom Lease Lands on 5 June 1914 and later. In the 1940s and 1950s the area was called Riverside and 83 families lived there. A serious flood in June 1953 convinced council that residents had to be moved out of the riverbottom and the area converted to parkland-recreation. A major redevelopment by the Urban Parks/Heritage Trust Fund project was completed in 1985 and the park rededicated on 23 September.

Jock Palmer Park. Located at 23 St and 7 Ave N, the park occupies 3.3 acres and was developed in 1964. The name, assigned to the park on 20 December 1971, commemorates John Ender (Jock) Palmer DCM, AFC, pioneer Lethbridge aviator and founder of CJOC Radio.

Kinsmen Playground. Located at 10th Street and 9th Avenue South, the park occupies 4.08 acres and was

Modern Name Changers

An unfortunate tendency, mostly in the post-Second World War period, was the willingness of successive city councils to permit benevolent and secret societies or service clubs to spend relatively small amounts of money on landscaping or improvements, then to attach their names to old established city parks. It was and is a cheap way for the organization involved to acquire favorable public awareness and a measure of corporate immortality since the city paid in perpetuity for security, liability, depreciation and replacement.

The two most flagrant examples are the names Kiwanis Greenacres Playground, which in the 1950s replaced the historic name, Eckstorm Park, and Gyro Park, which in the 1960s replaced the historic name, Queen Victoria Park. Queen Victoria and Eckstorm Parks dated to the 1890s, the former as the site of the agricultural fair, the latter as an athletic park.

One shudders to think of the consequences to park nomenclature if, for example, the Benevolent and Protective Order of Elks had combined forces in the 1950s with the Loyal Order of Moose and the Independent Order of Oddfellows to spend a few thousand dollars on the improvement of Galt Gardens. Bpoelomioof Park, perhaps?

The modern trend, which should be encouraged and subjected to even stricter controls, is to attach a benevolent and secret society or service club name only to the specific facility the organization paid for and not to the entire park.

Galt Square Torn Up

The parks and boulevard committee is getting ready to put into effect the plan of improvements on the Galt square as authorized by the council in accordance with the terms stipulated by the donor, Mr. E. T. Galt, in the deed of gift.

The plan adopted is that suggested by George M. Hatch, chairman of the parks committee. It provides for a square in the centre 200 feet by 200 feet, in which, at present, will be placed a fountain. Around the square will be a forty-foot roadway with roadways the same width running from it at each corner of the whole park. Opposite Crabb Street on the Redpath Street side and opposite Ford Street on the Round Street and Glyn Street sides as well as from the middle of the Baroness Road side of the square 20 foot lanes will run to the centre. The central square will be grassed and other spaces will be planted with trees and shrubs. Four hydrants are to be placed on the square, the pipes for which are ordered. As soon as these are in, the whole square will be broken up like a wheat field, kept watered from the hydrants sufficiently to lay the dust, and the roads put in and the shrubberies and central plot and fountain laid out.

The Lethbridge Daily Herald 26 April 1910

developed in 1957. The name commemorates the Kinsmen Club of Lethbridge.

Kiwanis Greenacres Playground. Located at 4 St and 7 Ave S, the park contains 1.13 acres and was developed in its present form in 1956. The name commemorates the Kiwanis Club of Lethbridge, which financed the more recent developments. Now much reduced in size, the park in the 1890s was called the Athletic Park and was used as a football playing field. The Lethbridge Athletic Association was organized in November 1899 and reorganized in February 1906 to solicit funds and to level and improve the grounds. A grandstand, built by the Association in 1906, was destroyed in 1919 by a fire caused by kids smoking under the wooden seats. In 1911 Christian Joseph Eckstorm built an auditorium to house sessions of the Second International Congress of Farm Women, held in Lethbridge in October 1912. Managed privately until about 1922, it was known until the 1960s as Eckstorm Park. On 16 November 1918, for example, a headline read, "Will city save Eckstorm Park for revival of sport in city when our soldiers return?"

Labour Club Park. Located at 28 St and 15 Ave N adjacent to the Northeast Water Reservoir, the park occupies 4.0 acres and was developed in 1976. The name commemorated the Labour Club of Lethbridge and recognized the significant funding of the park by the club. (The clubrooms, at 2204-5 Ave N, are about 16 blocks southwest of the park.)

Lafayette Park. Located on Lafayette Boulevard in the Variety Village section of West Lethbridge, the park includes 5.89 acres and was developed in 1976. The name commemorates Lafayette, Indiana, home of Purdue University.

Last Great Indian Battle

In 1905 Charles Alexander Magrath commissioned Charles Marion Russell to paint a scene from the Indian battle of 24 October 1870, fought within the present limits of the City of Lethbridge. Russell visited Lethbridge in May 1905 to see the site and to make preliminary sketches. He finished the painting in August. An oil, it measured 36 x 40 inches and was done for \$500. Russell entitled it, "The Last Great Indian Battle in the Canadian West at the present site of Lethbridge, Alberta, A.D. 1870. These two races — the Blackfoot Confederacy and the Crees and Assiniboines — came together in mortal combat and fought out one of the greatest Indian battles in the last fifty years."

Magrath was so pleased with the first painting that he commissioned a second. Done in 1906, Russell called it, "Indian Chief and Family". It depicted a mounted Blackfoot chief followed by his wives and children on horseback and travois. Visually, it is the more attractive of the two paintings but is of little significance to Lethbridge history. Neither painting has ever been reproduced except as photographs for inventory or identification purposes.

In 1944 the paintings were given by Charles Magrath to his son, C. Bolton Magrath.

Laval Court Playground. Located on Laval Court in the Varsity Village section of West Lethbridge, the playground includes 0.87 acres and was developed in 1978. The name commemorates Laval University in Quebec City.

Laval Park. Located at Laval Boulevard and Laurentian Place, the park occupies 7.17 acres and was developed in 1978. The name commemorated Laval University in Quebec City.

Lethbridge Elks Bicycle Motocross Park. Located on the edge of the coulee immediately north of the west end of Dave Elton Park, the motocross track opened on 29 July 1986. The name commemorates the Lethbridge Elks club, which financed the project, and the Lethbridge Bicycle Motocross Association. The letters BMX, shown on billboards, are an abbreviation for bicycle motocross, the park being referred to by sports reporters as the BMX track. There were 150 members in July 1986.

Lethbridge Nature Reserve. Located on the east side of the river just north of the CP Rail High Level Bridge, the reserve occupies 196 acres of riverbottom, coulee banks and prairie and includes the river. In 1986, the 57-acre Oxbow Lake park on the west side of the river was added. The reserve was set aside in the early 1960s. Growing public concern that the valley be protected, articulated by Elizabeth Hall, led to a river valley by-law in 1975. The first interpretive building was completed in 1980. The official opening took place on 6 June 1982. Both Nature Reserve and Oxbow Lake are protected areas. The name commemorates the protected status of the various ecosystems. Oxbow Lake was a term given to an abandoned meander in which a small lake had formed. The heart of the Nature Reserve is the Helen Schuler Coulee Centre, named after Helen Mann Schuler, a well-known southern Alberta en-

vironmentalist and naturalist. (The name was approved by council on 23 June 1981.) She founded the Lethbridge Naturalists Society and helped to establish the Federation of Alberta Naturalists. She was instrumental in 1974 in establishing the school program that became the key to the later development of the Centre. Helen Schuler died in 1977 at the age of 44.

Lions Centennial Playground. Located at 24 St and 19 Ave S, the park in which the playground was located occupies 3.98 acres and was developed in 1965. The name commemorates the Lions Club of Lethbridge. The playground was one in a series of parks and playgrounds that make up the South Greenstrip and connect the river valley urban parks with Henderson Park.

Madame Jeanne Sauve Picnic Area. The picnic area is located in Pavan Park, the northernmost development of Lethbridge's urban parks system. The name commemorates the 1985 centennial year visit to Lethbridge of Madame Jeanne Sauve, Governor General of Canada. Development of the picnic area is expected to be completed in 1987.

Nicholas Sheran Park. Located in the Varsity Village section of West Lethbridge, the park occupies 106 acres and was developed in 1974. The name was chosen by council on 22 September 1975 and commemorates Nicholas Sheran, the first person to exploit the coal resources of

Captured Guns

In a remarkable coincidence the City of Lethbridge on 11 November 1918—the first Armistice Day—received a letter from the Minister of Militia and Defense offering war trophies to those towns and cities that wanted them.

On 13 August 1919 Mayor W. D. L. Hardie visited Ottawa and asked the Ministry of Defense for such war trophies, specifically, for eight cannons, four to be captured German guns, and one aeroplane. Eight cannons sounded like a lot but, in 1919, the IODE and veteran's organizations planned to erect a memorial to those who died in the war. A popular design called for a 10 x 10 x 10-foot block of Frank Slide rock surmounted by a statue of Britannia with the British lion crouched at her feet and captured German cannons at each of the four corners of the cube.

Hardie was persuaded to ask for an aeroplane by Captain Ernest C. Hoy, who had landed at Lethbridge on 9 August 1919 after an historic first flight over the Canadian Rockies from Vancouver.

On 12 July 1920 two German guns reached the city: a 75 mm field gun, familiar to veterans as a Whizz Bang, and a 150 mm howitzer. They were placed temporarily in front of City Hall, which was then located in the former Chinook Club building at the corner of 4 Ave and 7 St S, then in the RCMP Barracks square.

In 1986 the two guns were located at the east end of Henderson Lake, forever aimed at unseen targets out over the water.

the Lethbridge region. The name, Fairfield Park (after William Harmon Fairfield, first superintendent of the Lethbridge Research Station), was considered during the final selection of a name.

Nikka Yuko Centennial Garden. Located in Henderson Park, the Nikka Yuko Centennial Garden, also called the Japanese Gardens, occupies about four acres along the west shore of Henderson Lake. Its development was the major Centennial of Confederation project of the City of Lethbridge. The garden was completed in July 1966 and was officially opened in July 1967. The name, submitted by Herald Publisher Cleo Mowers and his committee, meant Japan-Canada Friendship. It was approved by council on 28 March 1966.

Norbridge Park. Located at 16 St and 13 Ave N, the park occupies 1.63 acres and was developed in 1963. The name is an abbreviation of North Lethbridge.

Palm Park. Located on Palm Road, east of the College Mall Shopping Centre, the park occupies 1.4 acres and was developed in 1976. The name refers to a tropical tree species.

Park Meadows Park. Located at 23 St and 15 Ave N, the park occupies 5.66 acres and was developed in 1973.

Pavan Park. Located in the river valley at the north end of the 1980-1986 Urban Parks development, the park occupies 450 acres of valley, coulees and uplands northwest of Hardieville. The name commemorates the Pavan family, which owned the property prior to its acquisition by the city. The park, part of the Urban Parks/Heritage Trust Fund development, is expected to be operational in 1987.

Peenaquim Park. Located on a portion of the river valley known since 1893 as Stafford Bottom and from 1963 to 1985 as Valley Feeders, the park occupies 240 acres and was named in 1986. The name commemorates the great Blood Indian Chief, Seen From Afar or *Peenaquim* (transliterated as *Piinakoiiyim* in the Kainai News and as *Nis-Tas-sa-na-Kuim* by the European artist Gustaus Sohon), who died of smallpox in 1869. His burial tree was located on the east bank of the Oldman River at the south end of the park. The tree, a large plain's cottonwood, was undermined and washed away in the floods of 1902 and 1908. The park, a long-range development of the Urban Parks/Heritage Trust Fund project, is expected to open for public use in 1987.

Petrunia Park. Located at 16 St and 18 Ave N, the park occupies 3.43 acres and was developed in 1983. The name commemorates Theodore (Ted) Petrunia, a well-known Lethbridge athlete and active member of the Miners' Library Club, which made a significant financial contribution to the park.

Popson Park. Located in the river valley at the south end of the 1980-86 Urban Parks/Heritage Trust Fund development, the park occupies 329 acres of floodplain with cottonwood stands on the older, higher portions. It was named in 1986 and was expected to open in 1987. The name commemorates the Popson family, which settled the land long before its acquisition by the city. (The city acquired the property from Green and Denecky.) The Popson family had been in Lethbridge since 1886, hence the name commemorates also the early eastern European immigrants who contributed so much to the development of the City of Lethbridge.

Princeton Playground. Located at Princeton Road and Princeton Crescent in the Varsity Village section of West Lethbridge, the park occupies 0.83 acres and was developed in 1972. The name commemorates Princeton University in Princeton, New Jersey.

Queen's Park. Located in Queen's Road in the Varsity Village section of West Lethbridge, the park occupies 2.17 acres and was developed in 1975. The name commemorates Queen's University in Kingston, Ontario.

Rainbow Row Park. Located on the southwest corner of the intersection of 7 Ave and 7 St S, this is a tentative title used to describe a five-lot London Road neighborhood park, which was under development in 1986. The five houses demolished in August 1983 to provide space for the park were known collectively as Rainbow Row. Each house was painted a different pastel color but in all other respects the houses were identical.

Ravine Park. Located at Scenic Drive and 19 St S, the park occupies 6.05 acres and was developed in the 1960s. The name was descriptive because a small ravine or gully, the banks of which was used by children in season for sledging, runs through the property. Local children call this popular park The Sugarbowl. The park is now part of the Coal Banks Trail system.

Redwood Park. Located at Redwood Road and Spruce Drive South, the park occupies 13.26 acres and was developed in 1979. The name is descriptive and is one of a number of names of tree species used in naming the streets of the southeastern part of the Lakeview Subdivision. The redwoods belonged to the genus *Sequoia*.

Rideau Court Park. Located at 20 St and 8 Ave N, the park contains 3.16 acres and was developed in 1963. The name commemorates Rideau Court, a low-rental housing project, which opened on 10 August 1959.

Ridgewood Heights Park. A small neighborhood park is under development in the new West Lethbridge subdivision of Ridgewood Heights. A playground (the Kiwanis Playground) financed by the Kiwanis Club of Lethbridge, formed part of the development. Playground facilities were designed so that those used by handicapped children were integrated with those used by their more able-bodied friends.

Rotary Park. Located on Acadia Road in West Lethbridge, the park occupies 1.63 acres and was developed in 1976. The name commemorates the Rotary Club of Lethbridge, which financed the project.

Rutgers Park. Located at Columbia Boulevard and Rutgers Road, the park contains 22.3 acres and was developed in 1976. The name commemorates Rutgers University in Camden, New Jersey.

Scenic Drive Dog Run. Located along a section of the coulees a short distance south of the Scenic Drive-Sixth Avenue South cloverleaf, the project represented an effort by the city administration to provide an area for the exercising of dogs and to confine such activity to specific locations. The name is descriptive. In 1986 a second Dog Run was included in the conceptual planning for the river valley adjoining the KOA (Kampgrounds of America) area near the cloverleaf at the west end of the No. 3 highway traffic bridge. It is an old idea. On 23 August 1918 the Lethbridge Daily Herald, probably with tongue in cheek, reported "Segregated area fails: area set aside for dogs to exercise not successful."

Scenic Heights Park. Located in Scenic Heights just south of Mountain View Cemetery and west of Scenic Drive South, the park occupies 5.51 acres and was developed in 1972. The name is descriptive.

Sequoia Park. Located at 38 St and 21 Ave S, the park occupied 4.35 acres and was developed in 1980. The name is another of the various species of trees commemorated in the southeastern section of Lakeview Subdivision. The nearest sequoias, or redwoods, are in California.

Sheridan Park. Located at Columbia Boulevard and Sheridan Road in West Lethbridge, the park occupies 3.69 acres and was developed in 1982. The name commemorates Sheridan College in Sheridan, Wyoming.

St. Basil Park. Located on St Basil Road, an extension of 12 St C N, in an area of the city where the street naming theme was saints, the park occupies 1.84 acres and was developed in 1973.

St. Francis Park. Located at St. George Road and St. Francis Road in a part of the city where the street naming theme was saints, the park occupies 0.84 acres and was developed in 1979.

Staffordville Park. Located at 10 St and 8 Ave N, the park contains 3.38 acres and was developed in 1952. The name commemorates the Village of Stafford, 1900-1913, which in turn commemorates William Stafford, first Mines Superintendent with the Galt company.

Stage Three Walkway. The walkway is located on Carleton Road, after Carleton University in Ottawa, in the Varsity Village section of West Lethbridge. The relatively narrow walkway connects the Brook Area greenstrip with other greenstrips in the vicinity. The name is descriptive.

Tot Lot. Located at 29 St and 11 Ave S, the playground contains 0.15 acres and was developed in 1952. The playground was designed for use by very small children, hence the name Tot Lot. These very small facilities are not usually named. **Tot Lot.** Located at 4 Ave and 12 St A N, the playground contains 0.07 acres and was developed in 1956.

Trinity Park. Located at Dalhousie Place and Trinity Crescent in West Lethbridge, the park occupies 1.39 acres and was developed in 1975. The name commemorates Trinity College School in Port Hope, Ontario.

Tudor Coulee View Park. Located in Tudor Estates off Kings Crescent, the park occupies 1.37 acres and is still under development. The name commemorates the Tudor family, Lethbridge pioneers.

Tudor Estates Park. Located in Tudor Estates off Tudor Crescent, the park occupies 2.25 acres and is still under development. The name commemorates the Tudor family, Lethbridge pioneers.

Tudor Playground. Located in Tudor Estates off Kings Road on the edge of the coulees, the playground occupies 0.25 acres and was developed in 1982. The name commemorates the Tudor family, Lethbridge pioneers.

Twenty Eighth Street North Greenstrip. Located on the east side of 28 St N, a greenstrip containing an estimated 70 acres served as a buffer between the residen-

tial area west of 28 St and the Industrial Parks to the east. The greenstrip runs from 5 to 26 Aves N, except for a portion owned by station CFAC-TV. Development of the greenstrip took place over 20 years, beginning in the 1960s.

Twenty-Twenty Greenstrip. Part of the South or Lakeview Greenstrip, which runs from Ravine Park to Henderson Park. The name was selected because the greenstrip is bounded on two sides by 20 St and 20 Ave S. In 1985 representatives of the Galt School of Nursing planted 75 trees on the greenstrip in honor of the 75th anniversary of the school. A plaque was put in place to commemorate the occasion. The greenstrip is part of the Coal Banks Trail complex.

Ventura Park. Located on Ventura Road in the vicinity of 12 Ave and 6 St N, the park occupies 8.0 acres and was developed in 1975. The name, Spanish for venture, appeals to developers.

Viewpoint, CP Rail High Level Bridge. Located at the east end of the CP Rail High Level Bridge, the viewpoint was developed by the Junior Chamber of Commerce in 1948. A cairn at the site was unveiled in January 1949. (The development of the viewpoint, then called Lookout Point, was suggested by the Town Planning Commission on 15 September 1947.) In 1986 it is accessible only by means of a one-way road from No. 3 Highway. Authorities by December 1986 had plowed and reseeded the land occupied by the viewpoint, barred entry to the site with additional guard rails, and, presumably, intended to move the Junior Chamber of Commerce cairn to a site nearer the Brewery Gardens and Wind Gauge.

Vista Park. Located at 22 St and 23 Ave N, the park occupies 5.5 acres and was developed in 1980. The name, Spanish for view, is descriptive.

Westminster Park. Located at 16 St and 5 Ave N, the park occupies 3.59 acres and was developed in 1949. The name commemorates the Westminster District of London, England, which was represented in Parliament from 1885 to about 1921 by William Lehman Ashmead Bartlett Burdett-Coutts MP, the 27-year-old American-born secretary who had married his employer, the aged (67) but immensely wealthy Baroness Angela Burdett-Coutts, and had taken her name. (The baroness wanted to adopt Bartlett and, when this proved to be impossible, married him instead. She lived to celebrate her 25th wedding anniversary! Queen Victoria was not amused and called the baroness "A silly old woman!" although the two were later reconciled.) The name was widely used, particularly in North Lethbridge, because 13 St was formerly known as Westminster Road. The park was first called the Lions Playground, after the Lions Club of Lethbridge, which financed the early development. Subsequent development, including the replacement of the Lion's Pool with a new Westminster pool and community centre, was carried out under the Neighborhood Improvement Program.

Willow Brook Park. Located at Jerry Potts Boulevard and Lakhota Crescent, the park occupies 1.5 acres and was developed in 1983. The name is descriptive, neither willows nor a brook occurring there. As late as January 1987, the name remains unofficial.



—NOTE—
 Lots 25' x 125'.
 Streets 100' wide, except where noted
 Lanes 25' "

References
 Lethbridge 1899

LETHBRIDGE

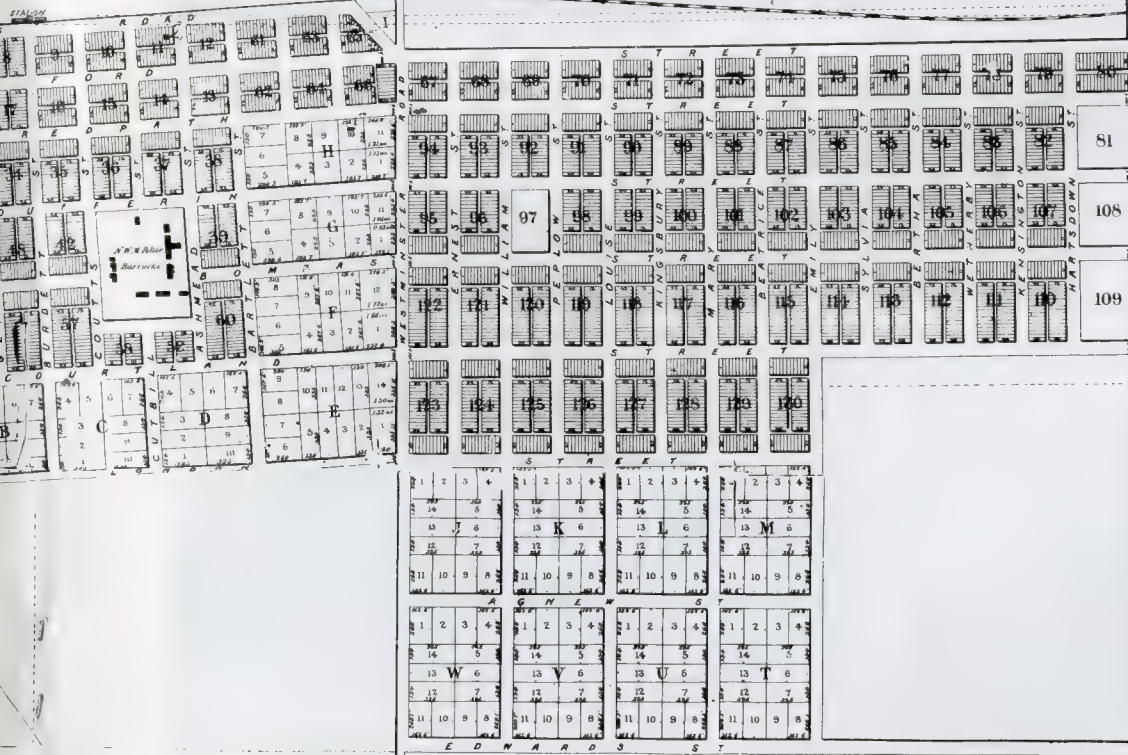
SUBDIVISION
OF
PART OF

SECS. 31 & 32. TP. 8. RGE. 21 WEST OF 4TH I.M.

Scale
500 FEET - 1 INCH



Alberta Railway and Coal Company's Railway



Land Department

Alberta Railway & Coal Company

Lethbridge Alberta.

18th June 1890.

St. Myer

Dom. Topograph. Surveyor.

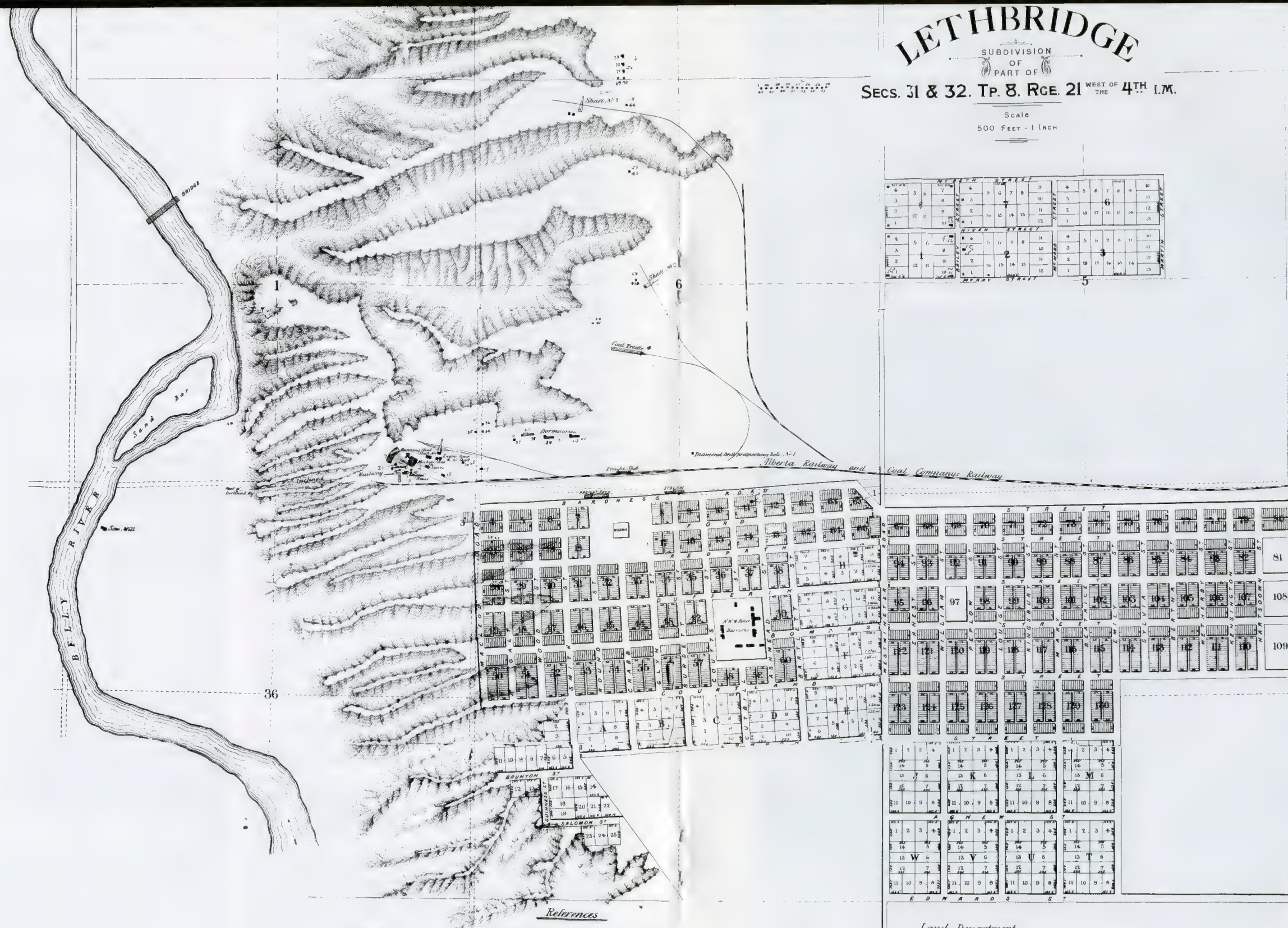
Land Agent

LETHBRIDGE

SUBDIVISION
OF
PART OF

SECS. 31 & 32. TP. 8. RGE. 21 WEST OF 4TH L.M.

Scale
500 FEET = 1 INCH



HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
HAY STREET									
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55					

NOTE—
Lots 25' x 125'
Streets 100' wide except where noted
Lanes 25' "

References

Lethbridge 189

Land Department

Alberta Railway & Coal Company

Lethbridge Alberta.

18th June 1890

E. J. Mearns

Dom. Topograph. Surveyor

Land Agent



Top: The Lethbridge public school (centre) was built in 1887 and was located on the NW corner of 4 Ave and 7 St S. Knox Presbyterian church was built in 1886 and was shingled in January by moonlight in order to open as soon as possible. The North-West Mounted Police barracks (now the Civic Centre) is seen in the distance. Bottom: St. Aloysius' school and convent were built by the Roman Catholic community and opened in 1889. The buildings were located on the NW corner of 2 Ave and 9 St S, a block now occupied by Beny's Chevrolet Oldsmobile (1984) Ltd.

Chapter 4

Schools

School names in the Separate School system tend to commemorate saints or religious happenings; those in the Public School system tend to commemorate teachers, members of school boards, or the district in which the school is located. However, the Separate School Board was often influenced in its choice of name by a particularly popular or notable figure of the time. An exception to these rules was the 1986 selection of the names Mike Mountain Horse and The Children of St. Martha for new elementary schools in West Lethbridge.

Twenty-one schools were built in Lethbridge during the period 1946 to 1965, primarily because of a rapid increase in population but also because students stayed longer in school. As late as the early 1950s, dropping out in Grades 9 to 10 was the rule; high school was looked upon as a training ground for a university-bound elite. By the early 1960s nearly everyone completed high school, which was then looked upon as a training ground for life skills.

Location of schools depended upon location of students, both actual and potential. Thus St. Patrick's School, Bowman Elementary School and Central School, all near the aging downtown core, were closed in 1958, 1963 and 1971, respectively. The new suburbs saw the opening of St. Joseph's High School (1950), Lethbridge Collegiate Institute (1950), Allan Watson School (1950), Fleetwood-Bawden School (1951), St. Mary's School (1952), Wilson Junior High School (1953), Senator Buchanan School (1954), St. Paul's School (1954), Gilbert Paterson School (1956), General Stewart School (1956), George McKillop School (1956), Assumption School (1956), St. Francis' Boys High School (1957), Dorothy Gooder School for Retarded Children (1958), St. Patrick's School (1960), Lakeview School (1961), Agnes Davidson School (1962), Westminster School (1962), and Hardieville School (1964). Immanuel Christian, a private school at 802-6 Av N, opened in 1962.

Agnes Davidson School. Located at 2103-20 St S, the school opened in 1962. The name commemorates Agnes Dawn Davidson, who taught for 46 years in the Lethbridge public school system. Miss Davidson passed away on 1 March 1975.

Allan Watson School. Located at 2104-6 Ave S, the school opened in 1950. The name commemorates Allan James Watson, who devoted 51 years to education in Lethbridge. Mr. Watson passed away on 23 May 1961.

Assumption School. Located at 14 Ave and 24 St S, the school opened in 1956. The name commemorates the theological doctrine that the Virgin Mary was bodily taken up into Heaven at her death. In 1986 there was a kindergarten in association with the school.

Bailey Street School. Built in 1908 and located on Bailey Street (16 St N between 5 and 5 Aves A N), the name indirectly commemorated Joseph Bailey, superintendent of railways for the Alberta Railway and Coal Company. The facility was built to accommodate overflow and used intermittently as a school only until 1914.

Barford Addition. See Central School. The name commemorated Morris Barford [listed as Maurice Barford on the 1901 document incorporating the Chinook Club], long-time chairman of the school board, who died on 28 October 1909.

Bowman School. Located on 5 Ave between 8 and 9 Sts S, the school was built as the Manual Training School in 1912. In 1915 the Manual Training School closed and the building reopened as the Lethbridge High School. On 15 June 1928 the name was changed from Lethbridge High School to Bowman Elementary School. In 1943 it became part of Central School and was known as Bowman Annex. The school closed in 1963 and, by 1964, was known as the Bowman Arts Centre. The post-1928 name commemorated Charles Broughton Bowman, secretary-treasurer of the school board from 1905 to 1912 and a Lethbridge businessman for 46 years.

Catholic Central High School. Separation of boys and girls as in St. Francis and St. Joseph's High Schools ended in the post-Second World War years. In 1966, St. Francis and St. Joseph's Schools became part of the Catholic Central High School complex, sections of which were built in 1948, 1957, 1960, 1964 and 1967. The school was divided in 1980 with the former St. Francis High School becoming a Junior High School. Catholic Central became a senior high school. A gymnasium called Vasey Hall was added to the complex in 1986. Vasey was the nickname within the Separate School system of Emil S. Vaselenak, veteran teacher and principal; the name was selected by students and staff.

Central School. There were two Central Schools, the name commemorating their geographical location in the town and city of Lethbridge. The first, in use from 1891 to 1908, fronted on 5 Ave between 8 and 9 Sts S. The second, in use from 1909 to 1970, fronted on 9 St between 5 and 6 Aves S. The Barford Wing or Barford Addition, after Morris Barford, was built in 1904 to house the high school. About 1921 the Courtland Street School was moved to the Central School grounds and used for various purposes until 1933.

Children of St. Martha School. Building of this elementary school is in the planning stages and, in January 1987, its future was uncertain because of economic restraints forced on School Boards by the government of Alberta. The school is to be built in West Lethbridge in the Parish of St. Martha. The name was chosen by the trustees of Lethbridge Separate School District No. 9 to honor the Sisters of St. Martha, the order that operated St. Michael's Hospital for many years. The first part of the name refers to the small children expected to use the school.

Courtland Street School. Located at the corner of 6 Ave and 4 St S, the school was used as such from 1908 to 1912. The name indirectly commemorated Courtland, the Lympstone, Devonshire, retirement home of Williams Lethbridge and the original name of 6 Ave S.

Crystal Lake School. See Sunnyside School. Located northeast of Lethbridge in NE1-9-21-W4, this rural school



The Blood chief Seen From Afar or Peenaquim.

was opened in 1912 and closed about 1954. Originally a typical one-roomed rural school, Crystal Lake had three rooms and taught all grades to Grade 11 when it closed. The name described its geographic location.

Dorothy Gooder School. First known as the Dorothy Gooder School for Retarded Children, the name commemorated Dorothy Mary Ottewell Gooder, 1916-1969, who began efforts to organize the school in 1955. Classes were held in the Kinsmen's playground hut on 9 Ave between 10 and 11 Sts S, then in St. Augustine's Church Hall and in the Hebrew Synagogue. In 1958, a three-room school was built opposite Galbraith School on 9 Ave N; children began attending classes on 17 February 1959. An addition was built in 1966. By 1975 social attitudes had changed and mildly mentally handicapped students were admitted to regular schools. In 1978, Dorothy Gooder students with moderate mental impairment moved to Winston Churchill High School. In 1980, parents were given a choice—keep their mentally handicapped children in the segregated setting or transfer them to regular schools. Most opted for the latter so that, by 1986, all students had made the move and today the Dorothy Gooder campus is used by the Lethbridge Community College.

Eight-Mile Lake School. Located in SW1-10-21-W4 about 1.5 miles west of Eight-Mile Lake (the latter a shallow body of water occupying most of E31-9-20-W4) and now part of the Sunnyside District, the rural school opened on 13 July 1921 and took students from the former Royal View and Hyssop Schools. The name was changed back to Hyssop School on 17 March 1939. The school closed in June 1946 but the building is still standing.

Fleetwood School. Located at 9 Ave and 12 St A S, the school opened on 24 November 1911. The name com-

memorated John Harry Fleetwood, who served as a school trustee for 12 years and as Secretary-Treasurer of the school district for a further 23 years. The Fleetwood Annex, a converted RCAF hut, was opened in 1948, an addition in 1949, and the Kinsmen's playground hut at 9 Ave and 10 St S was used for several years after 1949. The school was demolished in 1971.

Fleetwood-Bawden School. Located at 1222-9 Av S. See Susie Bawden School.

Galbraith School. Located at 1801 - 8 Av A N, the school opened on 7 February 1913. The name commemorates Dr. Walter Stuart Galbraith, pioneer Lethbridge pharmacist and physician and one-time mayor (1907) of the City of Lethbridge.

General Stewart School. Located at 223 Corvette Crescent, the school opened on 3 October 1956. The name commemorates Dr. John Smith Stewart, pioneer dentist, who attained the rank of Brigadier-General during the First World War and who served Lethbridge as MLA (1911-1926) and MP (1930-1935).

George McKillop School. Located on 2010 - 5 Ave N, the school opened on 15 February 1957. The name commemorates George Bremner McKillop, son of Rev. Charles McKillop, who was physical training instructor in the public school system for 42 years. In 1982 the school became the George McKillop Curriculum and Teacher's Resource Centre.

Gilbert Paterson Elementary and Junior High School. Located at 2109 - 12 Ave S, the school opened on 21 September 1955. The name commemorates Gilbert Currie Paterson QC, who was devoted to education at all levels and was the driving force behind the development of the Lethbridge Community College. The facility is known as the Gilbert Paterson Community School.

Hamilton Junior High School. Located at 429 - 15 St S, the facility opened in 1928 as the first Lethbridge Collegiate Institute. In 1950, senior classes were moved to the new Lethbridge Collegiate Institute at 5 Ave and 18 St S. The old school was briefly known as The Junior High School. In August 1951 trustees renamed the school Hamilton Junior High school. The name commemorates William Alfred Hamilton who died at the age of 95 on 6 May 1963. He served education in Lethbridge as teacher, principal and superintendent from 1899 to 1915 and was police magistrate from 1915 to 1936.

Hardieville School. Located at 3225-13 St N, the first Hardieville school opened on 2 January 1912. The second Hardieville School was opened in 1963 and was located on 40 Ave at 11 St N. The second school was closed in 1986. The name indirectly commemorates William Duncan Livingstone Hardie, mayor of Lethbridge from 1913 to 1928, who had earlier been honored by selection of the name Hardieville for the community near Number Six Mine.

Hyssop School. See Eight-Mile Lake School. This was another of several rural schools in the area northeast of Lethbridge. The name commemorates a pioneer ranching family.

Kindergarten. Located at the corner of 5 Ave and 9 St S, the kindergarten was opened in November 1907. It closed about 1925. It was the first publicly-funded kindergarten in Alberta. The name was descriptive. Since

1965, the building has served as clubrooms for the Oldtimer's Pemmican Club. It has deteriorated in condition and is slated for demolition. (A Kindergarten operated from 1919 to 1921 in the gymnasium building on the Westminster School grounds.)

Lakeview School. Located at 1129 Henderson Lake Blvd, the school was formally opened on 12 January 1961. The name is descriptive of the Lakeview subdivision in which the school is located.

Lethbridge Collegiate Institute. See Hamilton Junior High School. The Institute opened on 22 November 1950. The name is descriptive.

Lethbridge School. Located on the northwest corner of the intersection of 7 St and 4 Ave S, the two-roomed frame school operated from 1886 to 1891. It was the first public school in the unincorporated town of Lethbridge.

Manual Training School. See Bowman School.

McLean School. A rural school about four miles east of Lethbridge. The school opened in January 1914 and closed in June 1946. A history of the school district is in preparation, with publication scheduled for 1987. The name commemorated the Hon. Archibald James McLean, MLA, a cabinet minister from 1909 to 1921 in the Liberal administration of Premiers Alexander Cameron Rutherford and Arthur Lewis Sifton.

McNally School. Located two miles east of the Lethbridge Municipal Airport, the school opened on 1 April 1947. It served the White, Wilson, McLean, McMahon [after Mark McMahon, Lethbridge landowner and businessman] and River Junction school districts, most of which supported one-room rural schools until consolidation. The name commemorated Dr. G. Fred McNally, University of Alberta educator and longtime deputy minister of education. In 1947 he was the vice-chairman of the Canadian delegation to UNESCO.

Mike Mountain Horse Elementary School. Located on 8.4 acres of Atso-Towaawa Park at 155 Jerry Potts Blvd in the Indian Battle Heights section of West Lethbridge, the school is expected to open on 1 May 1987. The name commemorates Mike Mountain Horse *Miistatsomitai*, 1888-1964, a war veteran, scout and writer. Born and raised among the Blood tribe, he left home in 1894 to attend an Anglican boarding school. After his brother was killed in World War One, he joined the Canadian army and served overseas in France. Upon his return he worked at various Mounted Police detachments in the Lethbridge area and for the Canadian Pacific Railway. Launching a writing career in the 1920s, he wrote for local newspapers and prepared a manuscript of the book, *My People The Bloods*, published by the Glenbow Museum and Blood Tribal Council in 1979. In the late 1950s Mike Mountain Horse retired to the Blood Reserve where he served one term on the tribal council.

Nicholas Sheran Community School. Located at 380 Laval Blvd, the school opened on 25 May 1982. The name commemorates Nicholas Sheran, pioneer coal miner and the first citizen of what is now Lethbridge.

North Ward School. Located at 1315-5 Ave N, the school opened in August 1891 and closed in December 1905. The name was descriptive of its geographical location in the North Ward.



Hon. Archibald James McLean.

Park Meadows School. Located at 50 Meadowlark Blvd, the school opened on 5 April 1982. The name is descriptive of its location in Park Meadows subdivision.

River Junction School. One of several rural schools in the area south of Lethbridge, the school was located on SE5-8-21-W4 in School District No. 3744. The name referred to the nearby junction of the St. Mary and Oldman Rivers. The school opened in 1918 and closed in 1944 although pupils were being bussed to Fleetwood School (at \$50 per pupil per year) as early as 1935.

Royal View School. A school was established in the mining community of Royal View, located in SW32-9-21-W4, around 1914 with 12 students in Grades one to four in attendance. (One resident attended Royal View from September 1913 to June 1919.) The school closed in 1921 and students were sent to the newly-opened Eight-Mile Lake School.

Senator Buchanan School. Located at 1101-7 Ave N, the school opened on 17 November 1954. The name commemorates William Asbury Buchanan, publisher of the Lethbridge Herald. He was an MLA from 1909 to 1911, was an MP from 1911 to 1921, and was appointed to the Senate in 1924.

St. Aloysius Convent and School. A Roman Catholic school was opened in Lethbridge on 3 April 1889. In November 1890 plans were drawn up for St. Aloysius Convent and School at 116-9 St S and 819-2 Ave S, respectively. In December four Sisters of the Faithful Companions of Jesus arrived to teach 57 pupils and to look after the convent, which was involved in many community activities. Catholic children could take grades 1 to 9, but, prior to the opening of the first St. Patrick's School, had to go to the Lethbridge High School for grades 10 to 12. The Sisters had devotion toward the young Jesuit saint, St.

Nuns Arrived

Five Reverend Mothers of the Faithful Companions of Jesus, have arrived in town to take charge of the Roman Catholic school [St. Aloysius Convent School] at this place. Three are from Prince Albert [St. Anne's Convent], one from Calgary [Sacred Heart Convent], and one from Edmonton [Immaculate Conception Convent]. The Reverend Mother Superior will return to Prince Albert after the school, which opens on Monday next, has been organized. The number of Catholic families in town having recently greatly increased, two qualified teachers with certificates have been engaged, but as the convent building is not yet completed, no boarders will be taken in until next summer.

The Lethbridge News 9 January 1891

[The first FCJ Sisters to arrive in Lethbridge were Mother Theresa Ambrose, Mother Faustine Carrol, Mother Elizabeth Graham, Mother Frances McCormack [the Reverend Mother Superior] and Sister Mary Ellen Hoolan. When they arrived their convent was still under construction and for two weeks they made themselves at home in a school room. In September 1892, a boarding school was started and accommodated as many as 22 girls from surrounding districts.]

Aloysius, to whom their students could look as a model of piety and study. Thus the name commemorated Aloysius Gonzaga, A.D. 1568-1591, who was canonized in 1726, was declared protector of young students by Pope Benedict XIII and patron of Catholic youth by Pope Pius XI. The St. Aloysius complex closed in 1949. Its buildings were demolished and the site is now part of Beny's Chevrolet Oldsmobile (1984) Ltd. The Sisters of the Faithful Companions of Jesus, no longer involved in education, now reside at St. Aloysius Convent, 520-18 St S, where they have been since 1950.

St. Basil's School. Located at 6 Ave and 12 St B N, St. Basil's School opened under Mother Mary Edith Byers, principal, in December 1914. The name commemorates St. Basil, A.D. 329-379, who was learned, accomplished in statesmanship, a man of great personal holiness, and one of the great orators of Christianity. St. Basil was a popular saint of the Byzantine or Orthodox Church, or Eastern Rite, rather than the Roman Rite. The name has proved to be popular, particularly in North Lethbridge, because of the early concentration of eastern European settlers there.

St. Francis School. See Catholic Central High School. Located at 333-18 St S, the school was formally opened on 7 March 1958, initially as St. Francis Boys High School. The school was for a time part of Catholic Central High but in 1980 again became a separate entity: St. Francis Junior High School for both girls and boys. The name commemorates St. Francis of Assisi, A.D. 1181-1226, whose impact on religious life since his time has been enormous. He delighted in God's work as revealed in nature. In selecting the name the Separate School Board was influenced by the popularity of a long-time Bishop of the Calgary

Diocese, Bishop Francis Carroll, whose patron was St. Francis Assisi.

St. Joseph's School. See St. Patrick's School and Catholic Central High School. The school initially was a high school for boys and girls and opened in 1950. When St. Francis High School opened in 1958, St. Joseph's became a girl's school until amalgamation of the two in 1966 to form Catholic Central High. Located at 18 St and 5 Ave S, the name commemorated Joseph, first century, who was married to Mary, mother of Jesus. St. Joseph was declared a model for fathers of families by Pope Leo XIII, a protector of workingmen by Pope Benedict XV, and the patron of social justice by Pope Pius XII.

St. Mary's School. Located at 1923-5 Ave S, the school opened as an elementary school in September 1952. The name commemorates Mary, first century, who has by grace been exalted above all the angels and men to a place second only to her Son, as the most holy mother of God who was involved in the mysteries of Christ. From the earliest times the Blessed Virgin was honored under the title Mother of God. The name is a reflection of the early influence on Lethbridge education by priests of the Order of Mary Immaculate (OMI).

St. Patrick's School. Located at 905-4 Ave S, the first St. Patrick's High School opened in 1927 under the direction of Mother Felicitas Fortier. Rev. Father Michael Murphy OMI had acquired the site in August 1926 in a trade with the city. Classes from St. Aloysius School were transferred to St. Pat's in January 1950 when a new High School, called

Spell Alberta Out Says Mr. Tracy

"Put the 'ber' in Alta and complete one of the finest names ever invented," is one of the many things that the Committee on Industry and Publicity of the Board of Trade has taken upon itself to do. Mr. Tracy, who is chairman of this committee, thinks that dwellers in this fair and sunny province are overlooking one of the best opportunities for advertising that could possibly be presented, in contrasting the word Alberta to Alta, and he is doing all in his power to convince Lethbridge citizens that this contrast should be abolished. It is the opinion of the committee that when the "ber" is being inserted, especially on letters that go out of the province, it is just as easy to write the whole word in capitals.

The Lethbridge Daily Herald 31 January 1914.

[Joseph P. Tracy was an energetic go-getter from Saginaw, Michigan. He was hired by Mayor W.D.L. Hardie on 1 May 1913 for three years at \$6,000 per year as Lethbridge's first Industrial Commissioner. Tracy had the capacity to generate much wild enthusiasm. His guiding principle was "All Join Hands to Make a Greater Lethbridge." He talked council into spending \$12,000 on his various schemes, few if any of which benefited the community. The city soon found that it could not afford to keep Tracy and released him on 30 April 1914.]

St. Joseph's, was opened at 18 St and 5 Ave S. St. Patrick's School was acquired by the city on 26 October 1959 and called the City Hall Annex, the name being changed to the Regional Development Building on 4 July 1967. The building was demolished in 1971. In the fall of 1959, an elementary school named St. Patrick's opened at 8 St and 10 Ave S. The name, a favorite in Lethbridge as it was given to the early Roman Catholic churches, parish and cemetery, commemorates St. Patrick, A.D. 389-461, the apostle of Ireland. (None of our Roman Catholic contacts could explain why the name is so popular in Lethbridge.)

St. Paul's School. Located at 10 Ave and 12 St B N, St. Paul's School opened under the direction of Sister Gertrude Buss in September 1954. The name commemorates Paul, who was executed with St. Peter in Rome about A.D. 65. St. Paul was one of the most creative of early Christian writers.

Sunnyside School. Located about two miles north of the Lethbridge Research Station on the Sunnyside Road, the consolidated school opened in the early 1950s. It accommodated pupils from districts formerly served by Hyssop [after a pioneer ranching family] and Crystal Lake [after its geographic location] Schools. The name is descriptive.

Susie Bawden School. Located at 901-12 St S, the school opened on 26 September 1951. The name commemorates Miss Susan (Susie) Bawden, a private school teacher for many years and a school trustee from 1924 to 1942. On 25 February 1969 a major expansion of the school was authorized. The resulting complex was called the Fleetwood-Bawden School.

West Lethbridge School. Located in SE4-9-22-W4, the one-room brick school operated from 1911 to 1943. The name commemorated its location on the west side of the Oldman River opposite the City of Lethbridge.

Green Acres

Green Acres was used as a title for a series of promotional booklets prepared for the Lethbridge Board of Trade [after October 1947 the Lethbridge Chamber of Commerce.] The first booklet appeared in 1946. Work had begun on the expansion of irrigation in southern Alberta, notably the St. Mary River Development Scheme. The purpose of the booklets was to promote an understanding and appreciation of irrigation among businessmen. Also the booklets gave rise to the theme, "Lethbridge: Where Green Acres Turn To Gold."

A second booklet, *More Green Acres*, was published in 1950. A third, *Industry and Green Acres*, appeared in 1955.

Green Acres was a popular name and, in 1986, was used to identify a veterinary clinic, Green Acres Animal Hospital; a local business, Green Acres Big Yield Fertilizer Ltd.; the agency that handled senior citizen's housing, Green Acres Foundation; a senior citizens' residence, Green Acres Lodge; and another local business, Green Acres Turbo. An outdoor theatre, closed in 1986, was called the Greenacres Drive-In.

The Chinook

The warm, southwesterly winds that come roaring down on Lethbridge from the Front Range of the Rocky Mountains are called Chinooks. Other mountains have their own warm winds: the Alpine Foehn, the Argentine Zonda, southern California's Santa Ana, New Zealand's Canterbury Foehn, Greenland's Double Foehn, and the Bohorok of the Dutch East Indies. All are created when air rises over a mountain range, loses moisture, and is warmed appreciably by adiabatic compression when flowing down the lee side.

The first written record of the Chinook in this region is found in the diary of Peter Fidler, who wintered with the Peigan Indians in the High River-Livingstone Gap area in 1792-1793. Fidler expected great things of this country after settlement "because the winters here are so very mild." It rained in the Livingstone Gap on 6 January 1793.

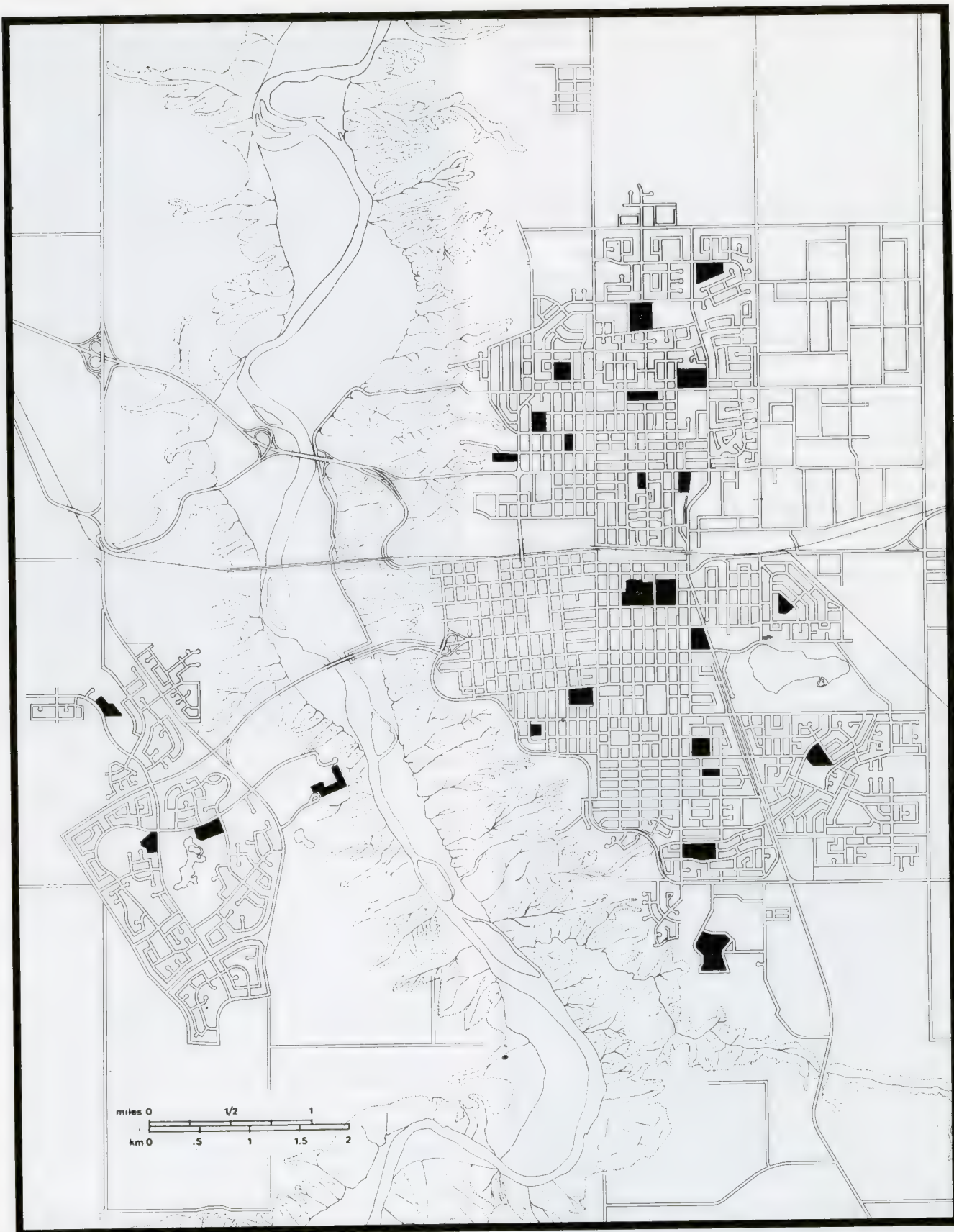
The rapidity with which temperatures can rise (or fall) has provided material for many tall tales. A rise of 49 deg F in two minutes has been recorded. However, this record likely has been equalled often along the Eastern Slope where warm Pacific air may displace cold Arctic air in seconds, or vice versa.

The word Chinook has been used many times in the Lethbridge region as an identifying name. In 1986, there were 17 entries under Chinook in the local telephone directory. And at the Lethbridge Research Station, Chinook has been used as a varietal name for an orchardgrass, a potato, and a hard red spring wheat cultivar.

Westminster School. Located at 13 St (then known as Westminster Road) and 5 Ave N, the first Westminster School opened on 1 January 1906. The second Westminster School opened at 402-18 St N in 1962. The name indirectly commemorates the Westminster district of London, England, which was represented from 1885 to about 1909 by William Ashmead Bartlett Burdett-Coutts, the husband of Baroness Angela Burdett-Coutts, both of whom invested in the early Galt enterprises in southern Alberta.

White School. White School was located a few hundred feet north and a little west of McNally School and, from the 1970s, was used as a dwelling. It opened in 1902. It was a six-roomed semi-consolidated school by the time it closed in the 1940s. The name commemorated Rev. G. J. Coulter White, a Baptist minister, who arrived in 1900 and established a Baptist mission in Lethbridge in 1901. He lived about four miles southeast of Lethbridge on Edge Hill Farm, so-named because it was located on the edge of Six-Mile Coulee. He left Lethbridge in 1904. White School district was bounded on the north by McLean School, on the east by Wilson School, on the south by Community School, and on the west by River Junction School Districts.

Wilson Junior High School. Located initially on 5 Ave between 15 and 16 Aves N, the school opened on 3 June 1953. The name commemorates George Fenwick Wilson,



Location of schools in Lethbridge in 1987.

The Village Of Stafford

Lethbridge was divided into two parts by the railway. The north part, in turn, was divided into the North Ward (the area north of the railway east of 13 St N), an unnamed district (usually referred to as North Lethbridge) lying between the railway and 9 Ave N west of 13 St N, and the Village of Stafford, also west of 13 St N between 9 and 14 Aves.

Galt Mine No. 3 was opened in 1890 opposite the corner of 6 St and 9 Ave N. The nearby community at first was called Number Three. The coal company subdivided an area of 92 one-acre lots bounded by 13 and 23 Sts and 5 and 7 Aves N for sale to mine employees but it was too far from the mine and sales were slow. James F. Pierce purchased land near the mine shaft from the company and, on 27 June 1891, subdivided it into 40 one-acre lots and called it the Pierce Addition. These lots sold briskly because of their proximity to the mine.

The people of the community incorporated on 31 October 1900 as the Village of Stafford.

In 1901 an area immediately east of the Pierce addition between 8 and 9 St N was subdivided by Olaf Hammerburg. The Pierce and Hammerburg Additions soon came to be the most heavily populated parts of the village. A store was opened by Simon Swedish in 1902. The 15 May 1911 Vair Addition, which adjoined the Hammerburg Addition on the east between 9 and 10 Sts N, was not settled for several years.

The Perry Addition, subdivided on 8 October 1907, consisted of 40 one-acre lots between 12 and 13 Sts and 9 and 14 Aves N. A few scattered houses along 9 Ave joined the Perry and Pierce-Hammerburg Additions.

In 1901 the Village of Stafford successfully appealed for a change in its boundaries, adding 250 acres. On 27 May 1911 the province authorized another large addition to the village. And in 1912 village councillors devised a scheme whereby they threatened to petition the province for a still larger addition, which included much of north Lethbridge and the North Ward. Because of previous successes, this threat was taken seriously and played an important role in forcing the City of Lethbridge to annex the village in 1913.

a trustee for 18 years and instrumental in developing industrial and technical arts in Lethbridge. In 1968 the school was involved with Westminster and Winston Churchill in a game of academic musical chairs during which pupils and staff were moved and the name was assigned to another school at 2003-9 Ave N. The sequence of events, undated, was as follows: Wilson Junior High was built. North Lethbridge needed another high school, so Winston Churchill was constructed. The old Westminster School was demolished. Wilson Junior High became an elementary school and its name was changed to Westminster. Wilson Junior High moved into Winston Churchill, which was redesignated Wilson Junior High. Then a new Winston Churchill School was built on 15 Ave N.

Wilson School. One of several one-roomed rural schools in the area southeast of Lethbridge, mostly established

early in the century and closed when larger consolidated schools were built in the 1930s and 1940s. The name commemorated Ernest H. Wilson, comptroller and land commissioner with the Alberta Railway and Irrigation Company, commemorated also in nearby Wilson Siding, on the Coutts railway about six miles southeast of the city.

Winston Churchill High School. See Wilson Junior High School. Located at 1605-15 Ave N, the school opened on 19 January 1961. The name commemorates Sir Winston Spencer Churchill (1874-1965), Britain's heroic World War Two prime minister. A decorative motif used by the architect was large concrete V's, which looked like support girders, and were placed on the front (south) and west side of the building. The V's were chosen to commemorate Churchill's famous two-finger V for Victory gesture of the Second World War.



Plunkett & Savage Lethbridge Limited, in 1907. The company was listed in city directories as the "Largest and Most Up-to-date Wholesale Fruit, Produce, and Commission Merchants in Alberta, Dealers in Green Fruits, Butter, Eggs, Cheese, Flour, Vegetables, Seeds, Etc. Wilbor Heslop, Manager, 212 Fourth Street South. Phone 534."

Chapter 5

Points of Interest

The list that follows includes miscellaneous place names from various sources. The section attempts to place old names on record. Where modern names are used they tend to be the most recent of a series of names attached to a particular facility. An example is the Lethbridge Research Station, properly called the Agriculture Canada Research Station, Lethbridge, Alberta, known as the Dominion Experimental Station (1906), the Lethbridge Experimental Farm (1954), and the Lethbridge Research Station (1959). It was known locally from 1906 to 1959 as The Ex, or The Experimental Farm. In 1986 the Station was part of a Research Centre, which included regional services of Alberta Agriculture and was connected to Highway No. 4 by the Research Centre Road. The Animal Diseases Research Institute (Western) has evolved through The Quarantine (pre-1905), The Quarantine Station (1905), and The Veterinary Research Station (c.1912) to its present name (c.1970). It is known locally as ADRI.

All-Red Route. In the 1920s the crude highways of the time were color-coded. The proposed Trans-Canada highway, called the Canadian National Highway as early as 27 May 1912, was the Red Trail or the All-Red. It was marked by several 12-inch wide red bands painted on telephone poles at corners along its length. This designation was given to both the rudimentary Trans-Canada through Calgary-Banff and to the highway through the Crowsnest Pass. In February 1949 a Federal-Provincial conference decided that the Trans-Canada or No. 1 Highway would pass through Medicine Hat-Calgary-Banff; the southern Trans-Canada or No. 3 Highway would pass through Lethbridge.

Aviation Harbour. The earliest landing fields at Lethbridge were the enclosure at the fairgrounds race track (1911), the area now occupied by the Lethbridge Collegiate Institute (1919), and the area south of the Exhibition Grounds (1920). Aviation Harbour was an early designation for aerodromes and was given on 24 January 1927 to what became the Lethbridge Municipal Airport. The Municipal Airport was located in the Fairmont Addition, bounded by 22 and 28 Sts and 2 and 5 Aves N. It measured 3,000 feet east-west and 1,900 feet north-south. The field was native prairie, roughly levelled, with no runways. It was inadequate by October 1936 and consideration was given to moving it further north. However, on 5 July 1937, 730 acres of land south of the city were purchased from the CPR and construction began on what became Kenyon Field in 1939.

Barracks Square. An area bounded by 4 and 6 Aves and 9 and 11 Sts S was set aside in 1885 as a barracks square for the North-West Mounted Police. Buildings were erected in 1886. Title to the property was turned over to the Dominion government in 1886 and 1889. The north half of the property held the various buildings: guard room, jail and quarters for the men, houses for officers, and stables. The south half was used for training and paddocks for horses. It served as headquarters of K Division NWMP (1887-1904), RNWMP (1904-1920), and RCMP (1920-1938). It was the site

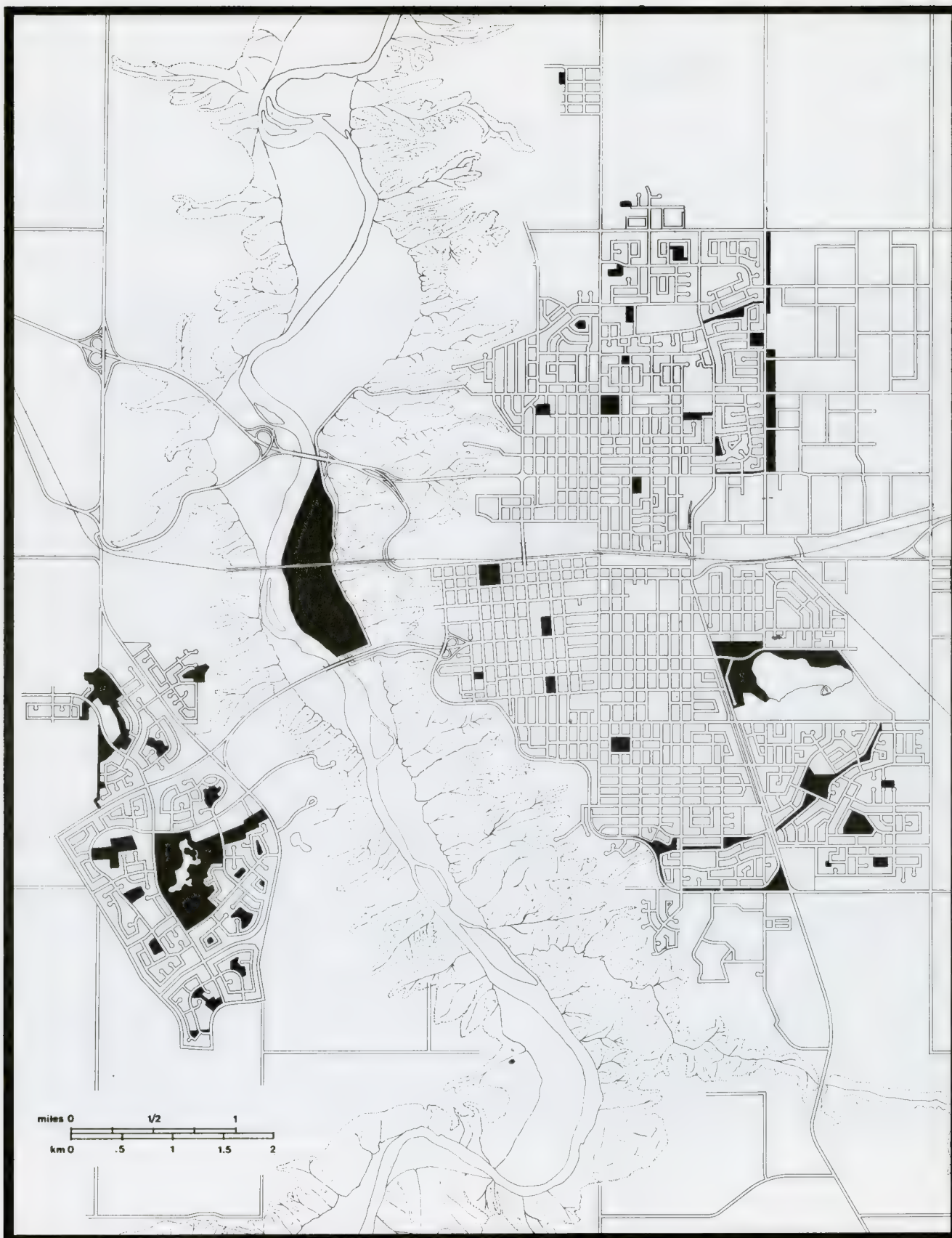
of the City of Lethbridge's only execution when, on 14 January 1911, Wasyl Chobator was hanged in one of the barns for the murder of Alex Lazaruk. [There have been 18 hangings at the Lethbridge Jail.] In 1939, as the RCMP was mostly mechanized and no longer needed much land, the property was sold to the City of Lethbridge, the Mounted Police retaining only a small portion on 9th Street opposite 5th Avenue South. The property was turned over to the Military in September 1939 and reverted back to the city in 1946. It was called the Civic Centre from 1944 when plans were drawn up for its post-war use. One of the early modern buildings was the Lethbridge Sports Centre and Fritz Sick Memorial [now the Senior Centre], built with a \$100,000 donation from Fritz Sick, Lethbridge brewer, in 1950. Other buildings were a city hall (1948), curling and skating rinks (1950), courthouse (1952), RCMP headquarters (1955), and the Yates Centre (1966).

Battery Point. Major John Smith Stewart established the 25th Independent Battery, CFA, a militia unit, in Lethbridge in 1908. Part of its training program involved the firing of blank ammunition from a couple of 12-pounder guns. The guns were taken to a point that jutted out from the north shore of Henderson Lake and fired over the water. The point became known as Battery Point. In 1914-1916 militia men planted trees there in memory of comrades already dead on the battlefields of Europe. A commemorative plaque was unveiled at Battery point on 14 June 1986.

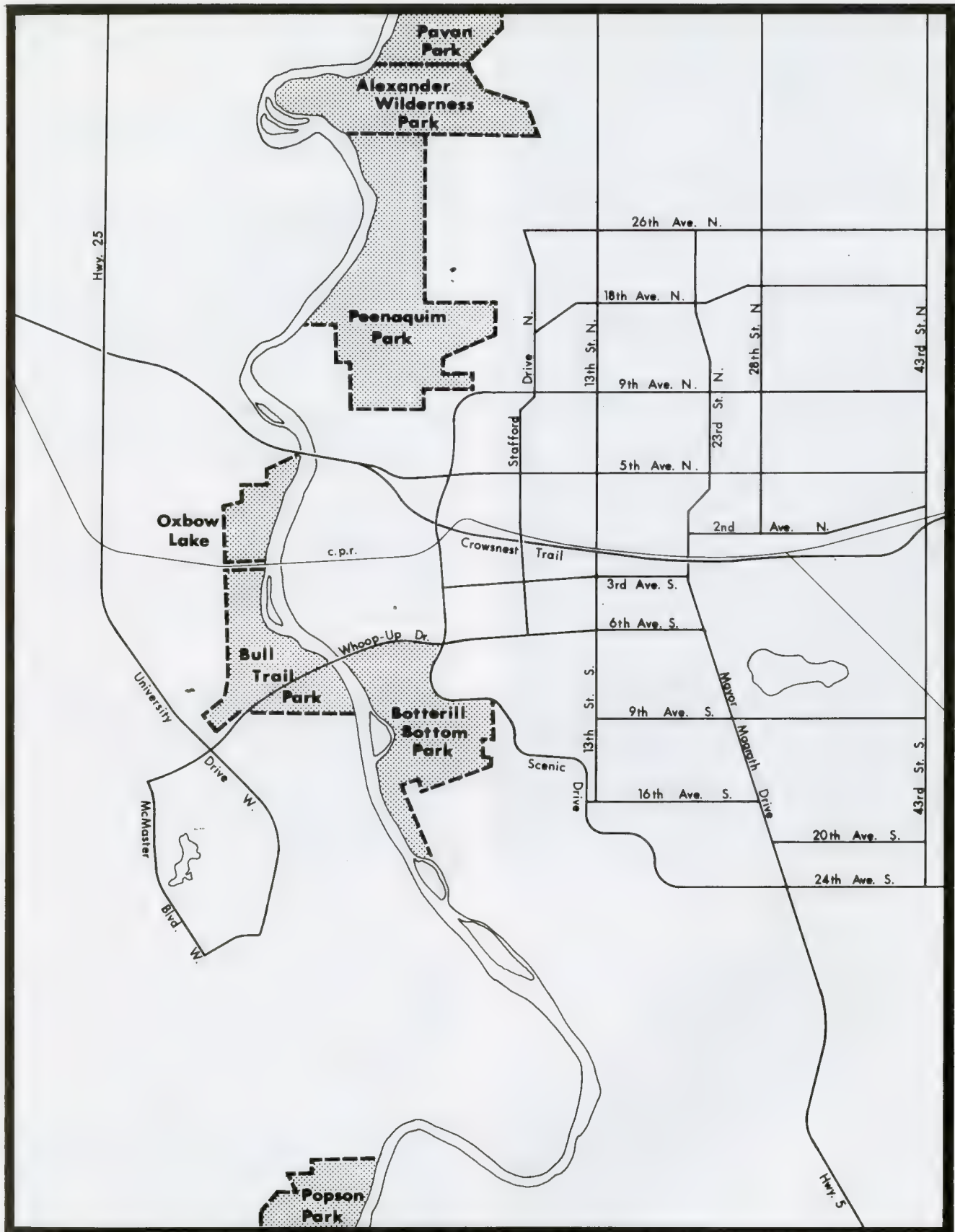
Battleship Island. The island is located in the river valley opposite the Country Club Golf Course. The name is descriptive as the island in outline is shaped like a battleship.

Bearpit. From 1912 to 1915 two black bears were kept in a steel cage (bearpit) at Henderson Park as part of a small zoo, which included also a golden eagle. In 1915 a news release announced that the bears were to be returned to Banff National park. In fact, they were shot and skinned locally. The Bearpit, also called the Bear Cage, was located in the northwestern corner of the park on the edge of what was then known as The West Lake and is now called the Sunken Garden. On 3 February 1927 two six-year-old boys accidentally locked themselves in the steel cage and were imprisoned for seven hours until found. They had their pet dog with them and cuddled up to it and to each other for warmth. On 14 June 1927 Jake B. Stauffer, manager of the local office of the Edmonton Brewing & Malting Company Ltd, offered to build a two-room bathing house on the site. Council accepted his offer.

Belly River. Until 4 August 1915 the river that flows through Lethbridge was known as the Belly River. The name was a translation of the Blackfoot *Mokowans*, meaning paunch or belly, so named from the resemblance of the Belly Buttes in outline to a buffalo paunch. George Mercer Dawson called it *Mokowanis-etughty* or Belly/River. On 11 February 1910, the Lethbridge Daily Herald said "Owing to the big bend or belly in the river the Indians named it *Mokowan* or Bend." As early as 1888 Lethbridge citizens met to protest the name Belly, which



Parks and open spaces in Lethbridge in 1987.



Riverbottom urban parks and the city's transportation network in 1987.

Eugene (Paddy) Hasson

Eugene Hasson, familiarly known as "Paddy," was in town from Pot Hole this week. Although he was all over this country nineteen years ago and has lived here for that length of time, this is his first visit to Cardston since the town was laid out. Mr. Hasson is a noted character in history, having been a government scout under General Crook in the Indian troubles in Wyoming and Montana, before and after the Custer Massacre [1876].

— *Cardston Record*. June 1899

Paddy Hasson was a contemporary and friend of George Houk. Both were old frontiersmen, both married Blood Indian women, both spoke Blackfoot, both settled in the Pot Hole district — Hasson at the mouth of Pot Hole Creek, Houk a mile or two north. Both registered brands at an early date, Hasson an E H and Houk a half circle H. Hasson was American Irish; Houk was Pennsylvania Dutch.

About 1880, Hasson constructed the first concrete buildings in the region. He did this by gathering limestone rocks from the surrounding glaciated prairie. Then he dug six-foot deep pits near a cut-bank along Pot Hole Creek and filled the bottom with coal, the top of the pit with limestone rocks. The coal was ignited with air provided by a flue connecting the bottom of the pit and the nearby cliff face. The heat drove water from the limestone, resulting in cement. (The procedure was well known at the time as "burning limestone.") The cement was then used with sand, gravel and rocks to build a concrete barn and a couple of houses, all of which are still standing. Labor was supplied by his wife's relatives from the nearby Blood Reserve.

The Hasson place was acquired by George F. Russell and is now in the hands of Frank A. Russell of Lethbridge.

they said they could not use in genteel company. Protests continued, led by the Board of Trade, from 1909-1914. These protests, plus a better knowledge of volume of streamflow, caused the Geographic Board of Canada to approve a name change from Belly to Oldman River. The Board of Trade was still not satisfied as it wanted the river to be called the Lethbridge River or the Alberta River.

Berry's Hill. A coulee on the west side of Scenic Drive South at 9 Av A S. This was a favorite place for children to pick Saskatoon berries.

Big Cut. Also the Kipp Cut. Near the west end of the CP Rail High Level Bridge the railway cuts through part of the Lethbridge Moraine. This necessitated excavation of a trench during construction in 1908-1909. Although protected by snowfences, the excavation sometimes drifted full of snow during winter storms and, in the days of steam, was well known to locomotive engineers as The Big Cut. On 6 February 1911 the Lethbridge Daily Herald reported that a snowshed over the Kipp Cut was badly needed. An estimated 214,000 cubic yards of soil were removed by teams and scrapers from a trench that was about 20 feet deep and 4,200 feet long.

Big Hole. In the 1890's someone excavated a basement for a large building, which was never built. The basement, on the southeast corner at 3 St and 3 Ave S, was not filled in until well into this century and was known to children as The Big Hole.

Black Hill. A name given by children to the slack pile from No. 2 Galt mine, located just west of Stafford Drive North near 4 Ave N. It was used by them as a sleigh-riding slope in winter.

Bottoms. The term refers to the relatively level floodplain, lowland, or flat lands bordering the river, sometimes called bottom land. Locally, a bottom is usually bounded on three sides by the river and on the fourth by the coulee banks, which form the mile-wide Oldman River valley at Lethbridge. Current place names of bottoms sometimes commemorate the owner before the last owner so that a few of them have had two and three names. The term is more common in the Lethbridge area than elsewhere in the province, denoting an American influence. Names of only four Alberta bottom have been approved by the Historic Sites Board. These are: Bailey, Davis, Excoffin, and Jerry the Bird Bottoms, all located in the study area. The bottoms along the Oldman River in and near Lethbridge are listed below.

Alexander. Location: Map Sheet 82-H/10; 13-9-2-W4. The name commemorated Lorenzo Alexander, listed in 1885 as the operator of a Milk Ranche and in an 1886 issue of the News as the first dairyman. This site became Alexander Wilderness Park, as part of the Urban Parks Program.

Ashcroft. The name referred to the northerly part of Botterill Bottom where James Ashcroft lived in the 1890's.

Bailey. Location: Map Sheet 82-H/10; 9-8-33-W4; 49° 37' 30" N, 112° 55' 00" W. In January 1987, the Historic Sites Board approved the geographical name Bailey Bottom located about 4.8 miles southwest of the Sixth Avenue Bridge on the Oldman River. The name commemorated James (Jim) Bailey and family, early settlers in the area.

Barnes. Located on the west part of 31-9-21-W4. A mine on the property was operated by William Barnes in the early years of this century. In 1907 the mine was sold to Royal Collieries, which developed the Royal View Mine there.

Botterill. Location: Map Sheet 82-H/10; 25-8-22-W4. Thomas Botterill was an early Lethbridge merchant. Like nearly everybody else in the North-West in the 1880's and 1890's, he registered a brand and turned loose a few cattle from a ranch at this location. The bottom between Whoop-Up Drive and the Lethbridge County Club is now commemorated as a park.

Captain Jack. See Bottom, McCaugherty.

Chinaman. See Bottom, Craiger.

Company. Location: Map Sheet 82-H/10; 36-8-22-W4. Various known as Belly River Bottom, the Riverbottom, or the Bottom, this was the area known in 1986 as Indian Battle Park and the Lethbridge Nature Reserve. From 1882 to 1885, it was the location of the hamlet of Coalbanks, better known as Lethbridge Colliery or simply Lethbridge, and briefly around 1885-1886 as Lower Town, in contrast to the new Upper Town on the prairie level.

Craiger. Location: Map Sheet 82-H/10; 10-8-22-W4. The name commemorated Charles Craiger [the name was

spelled Creiger and Crager in some sources]. Around the turn of the century the site was known as Chinaman Bottom because several Chinese operated market gardens there.

Davies. Location: Map Sheet 82-H/10; 2-9-22-W4. The name commemorated Joshua Davies, an early settler.

Davis. Location: Map Sheet 82-H/10; SW24-9-22-W4; 49° 44' 50" N 112° 51' 20" W. On 16 May 1986, the Historic Sites Board approved the geographical name Davis Bottom for the bottom located 2.5 miles north of the No. 3 highway traffic bridge on the Oldman River. The name commemorated the John Rogers Davis family.

Dupen. Location: adjacent to Barnes Bottom in Map Sheet 82-H/15, SW4-10-21-W4, as Albert Edward Dupen, a son-in-law, was in partnership with William Barnes. In 1903 and later, Dupen operated the New Barnes Mine and lived on the nearby Riverview Ranch. Dupen built a cable suspension bridge to provide pedestrian access to Diamond City.

Elk Hunting. Location: 6-9-22-W4. In Blackfoot, *Ate-sin-ob-ka-ka*, Where we hunt the elk. Also described as, Seven miles above Whoop-Up, *ebts-sin-no-kaka*, Where they hunt the elk.

Excoffin. Location: Map Sheet 82 H/10; W16-8-22-W4; 49° 38' 50" N 112° 55' 50" W. On 16 May 1986 the Historic Sites Board approved the geographical name Excoffin Bottom for the bottom located 4.4 miles southwest of the Sixth Avenue Bridge on the Oldman River. The name commemorated John Excoffin, an early settler.

Fabbi. See Botterill Bottom. In the 1920s Samuel Fabbi ran his dairy herd there.

Hyssop. Location: Map sheet 82-H/15; part of S9 and 4-10-21-W4. The Hyssop brothers operated a ranch at Eight-Mile Lake in the early days and ran cattle along the river under the 5H brand.

Jerry The Bird. Location: Map Sheet 82-H/10; 9-8-22-W4; 49° 38' 15" N, 112° 55' 30" W. In January 1987, the Historic Sites Board approved the geographical name Jerry the Bird Bottom for the bottom located 4.6 miles southwest of the Sixth Avenue Bridge on the Oldman River. The name commemorated a Blood Indian, Jerry the Bird, and his family, who lived in the bottom in the early days of this century.

McCaugherty. Location: Map Sheet 82-H/10; NW31-8-22-W4. The name commemorated William Thomas McCaugherty, who operated the D-O Ranch there for many years. It was more commonly called Captain Jack Bottom in the early days, when it was a favorite location for picnics. Captain Jack was a trader and, in the early days of this century, the ruins of his cabin were still visible on a bench in the bottom.

McGovern. Location: Map Sheet 82-H/10; 30-8-22-W4. The name commemorated Bernard (Ben) McGovern, a brother-in-law, who helped James Sheran operate the Nicholas Sheran Mine on lease from 1885-88.

Miron. On the same location as Botterill Bottom, Miron Bottom was owned around 1915 by Piche & Miron, butchers, and was the location of their 200-ton capacity icehouse and a slaughterhouse. On 25 August 1915, police searched the riverbottom from the high level bridge to Miron's Bottom for two burglars who had shot at a special

Christian Joseph Eckstorm

All Lethbridge today mourns the loss of C. J. Eckstorm, who passed away in Galt Hospital on Sunday night, following an operation for appendicitis.

The death of Mr. Eckstorm will be a shock to the whole of Southern Alberta. He was one of the best known men in this district, a booster for Lethbridge in season and out.

Christian Joseph Eckstorm, oldest son of Theodore and Maria Eckstorm, was born in Madelia, Minnesota, April 6, 1861. When he was 14 years of age the family moved to Chicago where Mr. Eckstorm finished his education and later engaged in the mercantile business with his father. In 1881 he came to Montana continuing in the mercantile business for several years and later marrying Veilla Olive Wilkins. During the gold excitement, Mr. Eckstorm made two trips to Alaska, once as far north as Bering Strait.

He arrived in Lethbridge in August, 1904. When the Dallas Hotel was ready to open on October 1, 1904, he took the lease and for ten years has been the host of one of the homey stopping places of the south.

Mr. Eckstorm was much in the public eye. Perhaps he was best known as a patron of clean sport. There is not a sports organization in the city that does not owe him a great deal. Eckstorm's Athletic Park was the playground of Lethbridge. The baseball and football boys will say, to the last man, that they have lost a friend who stood by them through thick and thin. His highest honor in the sporting world was as president of the Western Canada Baseball League, which he was instrumental in organizing. He was head of the organization in 1910.

Lethbridge Daily Herald, 5 October 1914

constable. The city waterworks and sewage plants were built on the north end of this bottom in 1903-1904.

Pelletier. Location: Map Sheet 82-H/10; 18-9-22-W4. Probably after David Pelletier, who ran cattle under the Bar reverse G6 brand in the area in the 1880's.

Pierce. Located just north of Hardieville in E30-9-21-W4, the bottom was named for James F. Pierce, a rancher from Teton, Montana, who ran horses and cattle under the JP and FF brands there as early as 1885. In 1890, he purchased 40 acres from the Galt company and subdivided the Pierce Addition, later part of the Village of Stafford.

Plume. Location: Map Sheet 82-H/10; 20-8-22-W4. Plume, *Saapo'p*, is a Blood surname, the original given because an individual had taken an eagle plume from the headdress of an enemy.

Popson. Location: Map sheet 82-H/10; 12-8-22-W4. The name commemorated the Popson family, which arrived in Lethbridge from Hungary in 1886. The land was owned by Steve Popson and his father, Mike Popson,

Main Street, Lethbridge

Heather Robertson wrote in her book *Grass Roots*: "Prairie towns all look alike, identical grain elevators, identical banks, identical railway stations, a main street that is called Main Street and a road along the tracks called Railway Avenue: when you've seen one, as they say, you've seen 'em all."

Lethbridge had a Railway Avenue until 1910 but we have so far escaped Main Street. Stafford and Hardieville both had Main Streets, although only the latter was official.

There are consultants whose job it is to dream up community names and pass them on for the consideration of subdivision promoters. A few years ago one of these organizations was asked to list names suited for use in a West Lethbridge Village development. The procedure, apparently, is to engage in

brain-storming sessions, to which everyone contributes the first names that enter their heads. Surveys are undertaken among the group and among outside associates. A list is compiled and those names finding general favor or acceptance are suggested to the client. The procedure guarantees mediocrity and results in names that tend to be sylvan; bucolic, or nostalgic.

A local brain-storming session resulted in a subdivision street naming theme based on Main Street West, which was suggested also as the name of the principal thoroughfare. This led naturally to Market Avenue. From there, one supposes, the possibilities were limitless — Front Street, King Street, Queen Street, Division Street, Galt Street, and out in the boondocks, Grass Cuttings Avenue, Slumber Street and Lullaby Lane.

Fortunately, Lethbridge's Municipal Names Committee has so far resisted such pressures.

around 1925. The site is now Popson Park, part of the Urban Parks system.

Rollingson. Location: Map Sheet 82-H/10; 2-8-22-W4. The name commemorated George Rollingson, an early coal miner of the region.

Sheran. Location: Map Sheet 82-H/10; 13-9-22-W4. The name commemorated James Sheran, a cousin of Nicholas Sheran, who came from New York, (actually Hoboken, New Jersey) in 1885 to operate the Sheran Mine under lease from Marcella Sheran McFarland after the August death of her brother, Michael Sheran.

Slaughterhouse. Location: 1-9-22-W4. Destroyed by the meandering of the river, Slaughterhouse Bottom was the site of a slaughterhouse operated by O.S. (Hod) Main in the 1880's to provide fresh meat to the hamlet of Coalbanks. It is now part of the Lethbridge Nature Reserve. There is reference to what appeared to be another, later slaughterhouse in NE2-9-22-W4.

Slough. Location: 26-9-23-W4. This large river bottom was selected as the viewing area for a highway marker, which overlooks it from the north. The site was known as *Eskee-Tigh-Keemiska*, The Cut-off, or *Ishik-Takmiska*, Where it flows across, both names referring to a meander of the river that long ago cut through a hill, leaving a long oxbow lake.

Stafford. Location: Map Sheet 82-H/10; 12-9-22-W4. Known as Stafford Bottom from 1886, when William Stafford established a ranch there, it became the location of Valley Feeders, a large feedlot, in 1963. In 1986 it was renamed Peenaquim Park, after the Blood Chief Seen From Afar, or *Peenaquim*, who died in 1869 and whose burial tree was located there.

St. Mary. Location: S2-8-22-W4. A favored picnic area until the 1970's when the privilege was badly abused by bikers who smashed bottles, set fires, opened gates and generally left the picnic area in a filthy state. The owner responded by locking gates and cutting off access.

Vaselenak. Location: Map Sheet 82-H/10; 11-8-22-W4. The name commemorated the Vaselenak family, whose members first came to Lethbridge from eastern Europe in the 1880's. The property was homesteaded by Michael Vaselenak in 1904.

Weasel Fat's. Location: 18-9-22-W4. Also known as Weasel Fat's Flat, the name commemorated Weasel Fat, *Apaissis*, leader of the Scabbies band (*A'pi-kaks*) of the Blood Indian tribe about 1900-1920.

Whiskey Trader. Location: 24-9-23-W4. Prior to 1869 this area, now in the north end of the Blood Reserve, was part of the wintering grounds of the Blood Indians. Several whiskey traders established in the general location, from Fort Whoop-Up at the junction of the St. Mary and Oldman Rivers, to Fort Kipp at the junction of the Belly and Oldman Rivers. At least one trader, and possibly more than one, established a post on this flat in 1870-74.

Whoop-Up. Location: 3-8-22-W4. Also known as Whoop-Up Flat. This was the flat on which Fort Hamilton, later Fort Whoop-Up, was built in December 1869. Red Crow, chief of the Bloods from 1870-1900 was born there in 1830. The flats in the area were called by the Bloods *Sow-kee Akai-niskway* or The prairie where many died, because the tribe was camped there during the smallpox epidemic of 1837 when 60 percent of its members—possibly 6,000 people—died of the disease in less than six months. The Blackfoot winter count of 1837 simply said *Apixosin* or Smallpox, and referred to the June 1837 start of the epidemic. The epidemic raged until the coming of cold weather and was recorded in an unusual second 1837 winter count as *Itsosiw/stayew* or When it ended/in winter. George Mercer Dawson in 1881 described the location as "Whoop up, *akka'-inow'-skway*, Many Blood Indians died." Several early visitors translated the Indian term, transliterated also as *Akasakoyi*, as Many Dead or Many Ghosts, and as *Akai-nuskwi*, an old name describing a burial site after a smallpox epidemic. All these names related to the tragic experiences of 1837. (See St. Mary Butte.)

Brickyard, Bruce's. John Bruce's brickyard was a smallish operation located at the pre- and post- 1914 junction of the Macleod Trails. the pre- 1914 Macleod Trail dated from the 1890's and followed Brickyard Coulee (so named by 1896) to the river. There were two brickyards on this coulee—Bruce's brickyard at its junction with the post-1914 Macleod Trail and the Lethbridge Brick & Terra Cotta Company, which established on a 10-acre lot on the edge of the coulee on the prairie level, actually just west

Derivation of Lethbridge

In connection with the derivation of the name Lethbridge for this city, W. A. Buchanan MP, had a letter from Alan B. Lethbridge wishing to know whence the name was derived. Mr. Buchanan passed the letter on to Dr. C. F. P. Conybeare KC, who replied as follows:

Dear Mr. Buchanan:

If your correspondent is connected with Sir Roger Lethbridge we do not think there is much doubt that he is connected with the gentleman from whom this city took its name.

This city was named after William E. Lethbridge. His residence was a place called Courtland from which we took our Courtland Street, now known as Sixth Avenue, in Devonshire. I think the name of

this place where Courtland was situated was Lympton, but of this I am not certain. However, I can easily obtain the information if you wish it, as I took out probate of his estate but it would be up in Macleod.

In 1885 W.E. Lethbridge was the President or Vice-President of the North Western Coal and Navigation Company. It was in that year that Lethbridge was founded, when the Narrow gage [sic] was built from Dunmore to this point. He was associated in the business of W.H. Smith and Company, the well known Book sellers. He is the same Smith from whom our Smith Street took its name. He was First Lord of the Admiralty, and afterwards became a Peer. At all events his wife at that time had been made a Viscountess as Smith wished to remain in the House of Commons.

C.F.P. Conybeare.

The Lethbridge Daily Herald 29 November 1918.

of 5 St on 3 Ave N. On 8 December 1898 the Board of Trade advertised in the Winnipeg papers for a brickmaker and contractor to establish a business in Lethbridge.

Bridgend. See Coalhurst.

Building, Board of Trade. In 1909 the bandstand in Galt Gardens was moved from its location immediately east of the Lethbridge Hotel to a point at the north end of the Gardens. It was enlarged at a cost of \$1,500 to accommodate offices and an exhibit room (with the bandstand on top) and was called the Publicity Building. The Board of Trade, which handled city publicity at the time, took over the building as an office. It was called the Board of

Trade Building until 1944 when the Board moved into new offices in the Marquis Hotel. Walter Gurney took over the building as a place to display his collection of oddities and curios and it was known until 1961 as Gurney's Museum. It was vacated and demolished in 1961, the Gurney collection being purchased by Belmore H. Schultz of Coutts.

Cabri Camp. This is the oldest European place name in the Lethbridge region although the location of the camp is uncertain. On 7 August 1859 Captain John Palliser was on his way from the Cypress Hills to the Crowsnest Pass. He shot a pronghorn antelope (cabri) and his party camped at the edge of a slough or small lake to cook and eat it.

Sir Alexander Galt Museum



Coaldale, the riverbottom home of Elliott T. Galt, general manager of the Galt enterprises in southern Alberta, was built in 1883 of Douglas fir *Pseudotsuga menziesii* lumber, cut and milled in the Porcupine Hills. The last stage of the October 1870 Indian battle, which started near Fort Whoop-Up, was fought among these trees; the name Assini-etomochi, also Asinaawa-iitomottsaaawa or Where we slaughtered the Crees was given by the Blackfoot to the general locality as a result of this event. When built, the house was far and away the most prestigious residence in all of southern Alberta. From 1883 to 1896, all prominent visitors to Lethbridge were entertained here. The name was descriptive. In 1905, it was given to a new community being established eight miles east of Lethbridge. The house, adjacent to Pier 34S, was demolished in 1909 to make way for the steelwork of the CP Rail High Level Bridge, then under construction.

Palliser located the camp on maps of the Expedition and gave the latitude as 49° 47' N, about ten miles east of Belly River (or a few miles northeast of Hardieville at a point on a line about four miles north of Coaldale).

Camelback Ridge. A promontory which jutted into the river valley immediately southwest of Riverview, a residential area bounded by 6 and 8 Aves and 4 and 7 Sts S, and known as Conybeare Hill [after C.F.P. Conybeare]. A prominent hump on the promontory gave rise to the local name of Camelback Ridge.

Camp. The term refers here to internment and prisoner-of-war camps.

Detention. In 1914-1916 the Poultry Building and several barns at the Exhibition Grounds were taken over by the military and converted to a detention camp for internment of enemy aliens. At its peak in 1915 the camp held about 300 internees guarded by about 60 soldiers. Because of the poultry connection the camp was locally known as The Henhouse or The Chicken Coop. It was also called Fort McNicol because J.W. McNichol managed the Exhibition Grounds at the time. It was referred to in news reports as The Internment Camp or The Military Camp for Prisoners.

Internment No. 133. This was a large establishment, built just outside the city limits of northeast Lethbridge in 1942. It held 12,500 German combatant prisoners-of-war. It operated until December 1946 when transport became available to take the few remaining prisoners back to Germany. It was known locally as The Prisoner-of-war Camp or The POW.

Car Barns. Located on 8th Ave between 5 and 6 Sts S, the Car Barns were the headquarters of the street railway system, installed in 1912. They were used as City Stores when street cars were replaced by buses starting in 1939.

Carnegie Library. The first public library building in Lethbridge was built in Galt Gardens with the aid of a Carnegie grant and opened in 1921. Andrew Carnegie, founder of what became U.S. Steel, was hated by working men throughout North America. An effort was made to call the library the Carnegie Library but protests soon changed the name to the Lethbridge Public Library. It is now the home of the Southern Alberta Art Gallery. (There was a miners' library in Lethbridge as early as 1893 and the first public library was located in the YMCA in 1919).

Cemeteries. The first cemetery in the Christian sense in the Lethbridge area was established near Fort Whoop-Up in 1870. It is not known who was buried therein. (The graves were probably looted in 1897-1898 by construction workers, known to have desecrated and looted graves in the Crowsnest Pass). A Burying Ground was selected by the William Stafford family following the death of a son, Henry, in 1883. Located in Indian Battle Park, the site contained at least two graves, others being that of Britton Stephens and possibly the infant Hodder. Roman Catholic and Protestant cemeteries, at first collectively called the Union Cemetery, were established in North Lethbridge in NW6-9-21-W4 in 1886. The latter served the city until the turn of the century. The 11.5-acre Roman Catholic cemetery became known as St. Patrick's and was still in use in 1986. In April 1962 the 2.4-acre Protestant cemetery, known as The Old Public Cemetery, was renamed The Pioneer Cemetery and was marked by a cairn.

Around 1900 land in southwestern Lethbridge was purchased for a cemetery by the Anglican Church and by private undertakers. It was called the English Church Cemetery, also the Public or City Cemetery. The various holdings were acquired by the city in 1942 and the whole was called Mountain View Cemetery after January 1945. A Jewish cemetery, Japanese cemetery and Chinese cemetery were established at various times on adjoining plots. In 1953 cemetery promoters, spawned by the fears generated by the Cold War, appeared on the scene. Locally, they sold concrete crypts and grave plots and set up Archmount Memorial Gardens. Although perpetual care was guaranteed, the cemetery was grossly underfunded and was eventually taken over by the city. A crematorium was established in Mountain View Cemetery in 1981.

Cherry Hill. Named by neighborhood children and located on 15 St S between 7 and 8 Aves, the hill was used by youngsters with go-carts in summer and sleighs in winter. The name commemorated Dr. Alex Cherry who lived on the corner at 1424-7 Ave S. Ski Hill was a local name given to a much longer hill in a coulee, an extension of 15 Ave S west of Scenic Drive South.

Circus Flats. Located on the west side of Stafford Drive North south of 3 Ave N, the site served for years as the location of annual circuses, which always started with a parade over the 9th Street Overhead Bridge, through downtown Lethbridge and back over the bridge. The special cars were run onto a siding on the north side of the International Harvester Company building (later a provincial courthouse and administration building) and unloaded, then the tents were pitched on Circus Flats. Sells-Floto Company, Barnum & Bailey and Ringling Bros. circuses all played Lethbridge in the 1920s and 1930s.

Clay Banks. In Blackfoot, *Aksaysim* [*Aksiiksabko* to modern Blood linguists] or Steep Banks, referring to the perpendicular clay banks along the river valley in Indian Battle Park. The deposits are called Labuma till, from the locality where they were first described near Labuma, west of Red Deer. The clay beds were laid down when wet, then subjected for millennia to the pressure of 6,000 to 10,000 feet of ice, which changed the characteristics of the mineral. As fill, the clay is almost impervious to water when well tamped.

Coalhurst. The first post office in Lethbridge, opened on 1 October 1885, was called Coalhurst although the railway station and community were called Lethbridge. The name was changed to Lethbridge on 15 October 1885. In August 1910 a shaft was sunk about six miles west of Lethbridge; the Imperial Mine began producing coal there in August 1911. A community near the mine entrance was called Bridgend (from the nearby CP Rail High Level Bridge) as early as 2 November 1911, changed to Coalhurst on 26 April 1912. A post office was opened under the name Coalhurst in September. The CPR built a spur line to the colliery in 1911. The junction was called Colliery Spur, later shortened to Colliery. It was known as Prairie View in 1913. In 1925-1926 the Turin track was moved from Kipp [after Joe Kipp, a whiskey trader] to a point farther east. The junction was known as Partridge until October 1927, when Coalhurst replaced it on CPR timetables. The CPR station was moved from Kipp to Coalhurst during the winter of 1927-1928.

Coulees. A western term from the French *coulée*, a dry watercourse. It is widely used throughout the western portions of the Northern Great Plains.

Cemetery. Called Slaughterhouse Coulee around 1905, it was called Cemetery Coulee in the 1920s. It is now the location of the road past Mountain View Cemetery down to the Country Club.

Medicine Rock. Same location as Nuisance Coulee (below). *Miiksskoowa*, the Medicine Rock or Medicine Stone, a pinkish-colored granitic boulder on which the Bloods placed offerings, was located at the mouth of this coulee until c.1930.

Nuisance. After 1908, the coulee immediately south of the brewery, now the entry to the river valley via the Third Avenue Extension. From earliest times, Lethbridge's garbage was dumped into the nearest coulee. These coulees until the 1950s were called Rubbish Coulee, Nuisance Coulee, the Nuisance Grounds, or The City Dump.

Telegraph. A telegraph line from Medicine Hat to Fort Macleod was installed in spring 1885, reaching Lethbridge in May. It followed the railway to Lethbridge, then crossed the river and ascended to the prairie level via Telegraph Coulee, immediately south of the west end of the later CP Rail High Level Bridge.

Coyote Bluff. Located in NE35-8-22-W4 where the west abutment of the CP Rail High Level Bridge was constructed in 1908, this feature was named by the inhabitants of Coalbanks (1882-1885), presumably because coyotes congregated on the height to yap and bark and howl at the moon.

Cricket Grounds. Cricket was played in Lethbridge until well into this century, first in what became Galt Gardens, late on a playing field immediately north of the Exhibition Grounds (in 1986, Henderson Lake Campground).

Crossings. As used below, the term refers to river crossings or level railway crossings.

Coal Banks. The name referred to the ford variously called The Crossing, Sheran's Crossing, or Ferry Crossing. On 4 May 1887 R. Payne, a local blacksmith, announced that he intended to open a saloon at the Ferry Crossing. In 1986 the site was the location of the Sixth Avenue Bridge.

Blacksmith. The name referred to a road crossing over the Coutts railway about seven miles southeast of the Lethbridge yards where in the 1920s and 1930s a blacksmith had a small shop. His business was mostly shoeing horses, then the main motive power on farms in the region.

Four Mile. The name given by CPR train crews to the place where the Coutts highway crossed the railway. It was about four miles southeast of the Lethbridge yards.

Galt Street. A vehicle railway crossing, an extension of Galt Street [2 St S], was opened for use on 19 March 1906 as part of the Macleod Trail. It was used until the 9th Street Overhead Bridge was built in 1911.

Hasson. Eugene (Paddy) Hasson was the first European settler on the north side of Pothole Creek near the St. Mary River, who ran cattle under the E H brand. Hasson Crossing was a ford across the river near his

homestead. The property was acquired by George F. Russell and, in 1986, was Frank A. Russell's Farm No. 2.

Red Trail. In May 1932, there was a freight train derailment and fire at what was referred to in news reports as The Red Trail Crossing. The crossing was on the eastern outskirts of the city where the road to Medicine Hat crossed the Coutts railway.

Round Street. The Round Street (5 St S) railway crossing was used from 1885 when the station was on the north side of the tracks, directly north of Round. The crossing was closed on 19 March 1906 and the Galt Street crossing was opened.

Whitney. In 1986 this was the site of a wooden bridge over the St. Mary River southwest of Lethbridge, first put in place in the 1950's to provide access to the Big Lease on the Blood Reserve. The site was known as Whitney Crossing after Wm. D. Whitney who ran cattle in the vicinity around the turn of the century. Earlier, the property was owned by George W. Houk.

Crystal Rink. An open air rink between 4 and 5 Aves and 12 and 13 Sts S, which operated in the 1920s and 1930s. It was enclosed by an eight-foot high board fence and had a heated shack for changing to skates. The local curling rink was located in this area also, behind the modern Edith Cavell Nursing Home.

Duff Ranch. The name commemorated the John Duff family, which arrived in Lethbridge in 1885 and established a ranch on the southern outskirts of the small community. Duff ran cattle under the 7A connected brand. The ranch consisted of the property west of 13 St south of 7 Ave S. The ranch home, still standing in 1986, was located at the corner of 7 St and 8 Ave S, set well back from the street. A later Duff home was located at 720-7 Ave S. Part of the ranch property became the Duff Addition on 2 July 1907 when a large slough, lying along 9 Ave between about 6 and 11 St S, was partially drained and the area was subdivided.

First Avenue Expressway. From 1967 this was a concept of city planners, who envisaged a major east-west traffic artery through the centre of the city immediately south of the CPR railway tracks. However, to provide even minimum width, the city needed a 56-foot right-of-way from the CPR. The First Avenue Expressway project foundered on this fact. In 1986 the project took shape in the opening of the Crowsnest Trail Corridor, part of the railway relocation project.

Golf Courses. The par-three Bridge Valley Golf Course and the proposed Pavan Park golf course were not included herein.

Country Club. There have been two Country Club Golf Courses. In 1912 the Country Club Golf Course was located a mile east of the Provincial Jail, the clubhouse being built on the southeast corner of the intersection of the Coaldale and McLean School Roads. Then the Country Club Syndicate purchased property (c.1915) along the Oldman River in southeastern Lethbridge although there wasn't much development until the 1930s. From 1932 road easements were secured, the Courtland Street School was moved onto the site as a clubhouse, and development continued on the golf course. The location, known as Fabbri Bottom in the 1920s, is still the site of the second Country Club Golf Course.



Lethbridge from the southwest in c.1950. Mountain View Cemetery is located on the prairie level in the middle foreground.

Lethbridge

Origin and Growth of the Place—Reasons why Lethbridge is a Desirable Place to Live In—History and Operations of the North Western Coal and Navigation Company—Business Men of the Town

In the hurry and confusion incident upon beginning publication of a paper, it was found impossible to do full justice to a subject such as that indicated by the heading of this article. Even now one might write page after page, and still fail to adequately describe the thousand and one advantages with which Lethbridge is surrounded, or convey anything like the complete idea of the wonderful possibilities, not only of the mines which have called the town into existence, but of the fertile plains and valleys which stretch away to the horizon in every direction.

It will be the object of this article to go into all these matters fully, carefully and accurately.

Lethbridge is almost too young to have a history, or at least a very ancient one. The historical records of the place can be traced subsequently to the first of August last, for previous to that date there was no such town as Lethbridge on the map. But its history, stretching over a period of a few brief months, probably shows a more rapid development than any other town in the American or Canadian North-West, where wonderful development is common. Five months ago, the winds which swept down from the mountains passed silently over the site where they are now met in their onslaught by hundreds of buildings. Five months ago there was not a house in Lethbridge. Today there are fine business houses doing an extensive and prosperous business, and a population of 1,200 people. It is almost more than one can realize, and seems as if it had been called into existence by the wave of a magician's wand.

[The article continues at considerable length in this and subsequent issues.]

The Lethbridge News 31 December 1885



Taken in April 1898, the photograph shows bridges on the first Crow's Nest Pass railway. St. Mary's Station was located at the base of the small hill at upper right. This hill, listed herein as St. Mary Butte, is locally known as The Little Hill. It was called by the Blood Indians Akkee-Kimmikway. The photo was taken looking east-northeast from Whoop-Up Flats across the St. Mary River.



The Union Station about 1912. It was built at the north end of 8 St S in 1905. The wings at each end were added in 1910.

82
4
10
GEOGRAPHIC

JUN 21 1926

BOARD

MEMORANDUM.

Geographic Board of Canada,

Postmaster
Coalhurst, Alberta

Ottawa, 15 June 1926

QUERY

Would you be so good
as to let me know the
origin or meaning of
the name of your office,
which was opened
Sept. 1912, J. J. Beaton
being postmaster.

Thanking you in
advance

R. Douglas
Secretary

The writer was present
when the name Coalhurst
was chosen.

Coalhurst
July 17/26

J. J. McDermott

ANSWER

Named by the Board of
Trade of the time
and chosen because
of the coal mine
established and around
which the town
is built. The "hurst"
was added to "Coal"
simply to sound out
the name and was
not made part of
the name in commemoration
of any thing or
person.

The community was
originally named "Bridge"
because of its proximity
to the big C.P.R. Bridge across
the Oldman River 5 miles
east. This name would
not be authorized by
the Post Office Dept and
it was for this reason
the new name of
Coalhurst was adopted.



Winston Churchill High School in 1987. Note the decorative V-shaped girders, which were selected to commemorate the great wartime prime minister's famous two-finger V For Victory salute.

Henderson Lake. Henderson Lake Golf Course started as a small course built in 1913 by the Hudson's Bay Company Athletic Association. In 1932, strange as it may seem, plans were drawn up by H.W. (Hod) Meech and James (Jimmy) Haimes to construct two 18-hole golf courses on the modern 18-hole site but the project never got beyond the design stage. Two clubhouses were proposed, one at the east and one at the extreme west end of the modern golf course.

Sunshine. The road from Great Falls through Lethbridge to Calgary was known from an early date as The Sunshine Trail (and in the 1920s as the Black Trail). In the 1930s the unemployed of the city got together and built a crude golf course in the area between the modern Lethbridge Collegiate Institute and Mayor Magrath Drive South. They called it the Sunshine Golf Course. Golf was played there from about 1905-1910 also although little in the way of development took place.

Hospital, Isolation. When infectious diseases were common, an essential part of treatment was to isolate (in a hospital) or quarantine (usually at home) the patient. The former was accomplished in the early days in an Isolation Hospital, often called a Pest House, sometimes the Quarantine Hospital. There were Isolation Hospitals in Lethbridge from 1906 to 1955, first in one of several rented cottages on what became The Point (moves were made on 5 Feb 1906, 5 Nov 1906, 5 Aug 1907, 22 Mar 1909, and 9 Jan 1912), then in a house on the north side of the Public (now Mountain View) Cemetery (13 Apr 1914), finally in a brick building at 1920-7 Ave S (from 2 Apr 1929), formerly the Children's

Shelter. The latter was sold to Art Batty Construction for \$15,330 on 11 July 1955.

Hurst's Hollow. Location: Map Sheet 82-H/10, SE4-9-22-W4. Hurst's Hollow was a depression-slough on the northwestern outskirts of West Lethbridge. In 1985 Kainai Kennels was located on the south side of the then drained slough. The name commemorated the James Hurst family.

Kenyon Field. On 15 August 1938, city council decided to call the new Lethbridge airport Kenyon Field. The name commemorated honorary Air Commodore Herbert (Bertie or Ken) Hollick-Kenyon, an internationally famous aviator. He had flown the first airmail into the previous Lethbridge Municipal Airport on 15 January 1931. Herbert Hollick-Kenyon is commemorated also in the Hollick-Kenyon Plateau, a major land area on the Antarctic continent, and in the Hollick-Kenyon Peninsula, part of the larger Antarctic Peninsula. In the early 1980s the official name again became Lethbridge Municipal Airport, the result of a policy decision by the Department of Transport.

Lakes. The lakes listed below are more properly called sloughs. None held water on a permanent basis until dams of various sorts were built or created by road construction in this century.

Duff. Also known as Duff's Pond, the name commemorated the John Duff family, which owned the property. The lake was situated between 7 and 10 Aves and 6 and 11 Sts S. It was partially drained at a cost of \$1,000 beginning on 2 July 1907 but children swam amid the water weeds and leeches and hunters shot ducks there as

late as 28 June 1927 when a storm sewer was installed to drain the remaining water.

Freeman's. The name commemorated Manfred Freeman, who was Commissioner of Public Works in the city from 1916-1928. The term, Freeman's Lake, was a joking reference to Henderson Lake. An aquatic weed-cutter on a barge used on the lake was called H.M.S. Freeman as it was a brainchild of Commissioner Freeman.

Jail. Initially called McLean Lake, after the Hon. Archibald James McLean, it was called Gaol or Jail Lake after construction of the provincial jail (now Lethbridge Correctional Institute) in 1911. It was part of a drainage that included Henderson Lake and Duff Lake.

Peacock. A small slough on what in 1986 was the greenstrip south of the Sven Ericksen Family Restaurant, presumably named after the pioneer Peacock family.

Slaughter House. The name was given to a large slough, which was dammed in 1911 and filled with irrigation water to create Henderson Lake. The name originated early in the century when a local butcher constructed a slaughter house nearby. On 2 June 1903 Paul Misbach drowned at the Old Slaughter House Lake.

Wallwork. A large slough, know also as Wallwork's Pond, in the area bounded by about 11 and 13 Sts and 2 and 4 Aves N. (It had been cut up by road and railway construction). By 1920 the south portion was referred to as the Macaroni Factory Lake and it was there that most of the skating was done in the early days. (The macaroni factory at the time was located at the corner of 2 Ave and 12 St A N. The building was demolished in the 1970s).

Lethbridge Moraine. A range of low hills immediately west of West Lethbridge that mark the furthestmost advance of Wisconsin glacial ice about 20,000 years ago. Ice has to be 600+ feet thick before it will flow, an indication of the minimum depth of ice over the city in the recent past. The Lethbridge Moraine has been traced from Calgary south to Lethbridge, then east to Etzikom [the latter anglicized from the Blackfoot *Is-tsi-kum'*, valley or coulee].

Lethbridge Viaduct. Also called the Big Bridge. This was an early name for the structure known in 1986 as the CP Rail High Level Bridge. The Bloods called it *Pus-tawn*, or Bridge, and conferred the name on a boy born in its shadow.

Lines. The term refers here to the early narrow gauge railway lines, which teamsters of the day clearly perceived as the agent of their demise and which they condemned at every opportunity.

Tea Kettle. This was a derogatory term given by teamsters and others to the Lethbridge-Great Falls narrow gauge railway line, sometimes called the three-footer, completed in September 1890.

Turkey Track. Also known as the Turkey Trail. These were derogatory terms given by teamsters and others to the Dunmore-Lethbridge narrow gauge railway, sometimes called the three-footer, completed in August 1885.

Many Coulees. A Blackfoot name that has survived on the old maps only in translation but which would have been transliterated as *Aka-ka-wa*. It refers to the coulees running back from the Oldman River in the vicinity of E7-9-22-W4.

Montana Junction. The name given to the junction where the Coutts railway line left the Lethbridge-Medicine Hat railway line. On some maps the junction was shown as the Lethbridge Junction, on others as Montana Junction, on still others as Ghent Junction. In 1902 the CPR tried to move the station from opposite the Square to Montana Junction, a move resisted successfully by the Board of Trade. In 1907 a "fallen woman", known professionally as Roy [sic] Foster, died in a brothel fire near there.

North Ward. That part of Lethbridge lying north of the railway and east of 13 St N. The term was in common usage from the 1890s to the 1930s when North Lethbridge became popular. The name, North Lethbridge, referred to all of the city north of the railway tracks.

Northwest Parkway. A 1977 designation for the north-west portion of the ring road called in 1986 Scenic Drive North.

NWMP Hospital. From August 1885 sick members of the NWMP were accommodated in a NWC&NCo cottage fitted up as a hospital, then, after November 1886, in the three-bed Terrace Hospital or Infirmary before being transferred to Fort Macleod where NWMP medical officers were located. The Terrace Infirmary became part of Sir Alexander Galt's 1891 Galt Hospital. The NWMP in July 1889 set aside a couple of rooms at the Barracks and equipped them as a small hospital. Drs. F.H. Mewburn and G.A. Kennedy performed a difficult operation there on 6 February 1891.

Oil Refineries. There was tremendous interest in oil in southern Alberta following the First World War. Oil refineries were established in Lethbridge to refine the heavy crude that characterizes wells of the region.

Artic. The Artic Oil Refinery, organized in 1923, in 1925 occupied 7.51 acres just west of 5 St N between 2 and 4 Aves N. It ceased operation in September 1928. In 1945 the site was the location of a government root cellar operated by Alfred Cameron.

Huff. The Huff Oil Refinery company occupied several acres on the west side of what later became Mayor Magrath Drive South south of 16 Ave S. On 16 March 1936 Floyd Huff told council he intended to erect the facility on the Coutts Trail near Henderson Lake. It was under construction on 10 June 1936. The refinery was closed in the early 1940's and was derelict for years, successive owners resisting all efforts to persuade them to clean up the property. On 3 January 1947 the city had a claim against the bankrupt Pacific Oil Refining Company of Alberta, which seemed to be the same company as the Huff Oil Refinery company. On 11 April 1950 there were reports of animals drinking from oil sumps of the old Pacific refinery. On 31 July 1950 it was announced that the old Huff refinery site was to be cleaned up but the contract was not signed until 19 May 1952. In 1960 the site became part of the land assembly for the Safeway supermarket and Zeller's.

Northern Light. The Northern Light Oil Refinery was located at the east end of Henderson Park near the P. Burns Abattoir at 43 St and 10 Ave S, and was listed in city directories of 1925 and later. The refinery was owned by A.G. Baalim, Lethbridge industrialist.

Old Steps. Several stone and concrete steps, now used by fishermen. They were part of the Rotary Club of

Lethbridge beach construction project of 1924-1926. A gazebo and dressing rooms were built just north of the steps, which led into the swimming area along part of the north shore of Henderson Lake.

Oldman River. According to Peter Fidler in 1793, the name is a translation of the Blackfoot *Napi-ooc-a-tay-cots*, The river the Old Man played upon. It referred to a playing field in the Livingstone Gap, supposed to have been created miraculously by the Blackfoot deity, *Napi*, or The Old Man. The river became known to the whites as The Old Man's River, The Old Man River, and finally The Oldman River. In 1881 George Mercer Dawson transliterated the Indian term as *Napia-otzi-kagh-tzipi*. The modern Indian name is *Napi-Tabia*, literally Old Man/River.

Overhead Bridge. In 1911 an overhead bridge was constructed to cross the railway yards. Construction of a subway at the north end of either Glyn or Round streets was discussed by the CPR and city in July 1906. From June 1910 discussion centred on an overhead bridge. Its location was dictated by the CPR, which wanted to subdivide its property west of 13 St south of 9 Ave N. The bridge cost \$50,000 and was financed half by the city, half by the CPR. It was known at first as the Coutts Street Bridge, then Sage's Bridge [after a civic officer, Robert Sage], and finally as the 9th Street Overhead Bridge. It was called the 9th Street Viaduct during a 10 May 1927 council meeting. It was demolished in 1985 in conjunction with construction of the Crowsnest Trail Corridor.

Pothole, Creek, Coulee. The Blackfoot term, *Agh-kan-neh-kinni-taxin*, or the Pot Hole River, was given to a small stream entering the St. Mary River just south of Whoop-Up Flat. Modern Blackfoot linguists suggest the term was *Ahkaniikinitakssin*, literally boring/drilling. It meant that the swirling flood waters caused pot hole to be eroded, or bored, in the creek bottom. The pot holes then held water in the dry season.

Prairie View. See Coalhurst.

Provincial Gaol. This facility is known as the Lethbridge Correctional Institute. In February 1907 rumors were current that the province was trying to acquire the RNWMP barracks as a site for a Provincial prison. The Provincial Gaol, built in 1911, is located about four miles east of Lethbridge on the Coaldale Road, now secondary highway No. 512. The institution owned a considerable acreage of hay and farmland and, until after the Second World War, prisoners worked under guard in the open air on farm tasks. (Gaol is the English version of the American Jail and was widely used in Canada until the 1940's).

Relief Camp. During the 1930s Depression many homeless, unemployed men were billeted in barns at the Exhibition Grounds and were fed one meal, later two meals, a day. The facility was called The Relief Camp. (About 1950, relief became known as welfare).

Restricted Area. In 1910 this term was applied to the area bounded by 2 and 5 Aves and 2 and 4 Sts S when a by-law was passed forcing all Chinese laundries, hence most Chinese, into the area. The by-law was rescinded in 1916.

Road. This section includes miscellaneous roads and trails of local significance.

Big Lease. A road leading from the St. Mary River bridge across the Blood Reserve to Standoff. It passed through 50,000 acres of fertile land, mostly leased to white

farmers and called by the Bloods the Big Lease or the Blood Prairie Lease. In 1951 several farmers combined their operations and seeded 35,000 acres of wheat in a single block on new breaking. This was listed in the Guinness Book of Records as follows: The largest single fenced field sown with wheat was one of 35,000 acres (14 160 ha) sown in 1951 southwest of Lethbridge, Alberta, Canada.

Bombing Lease. The name was assigned to a trail across the north end of the Blood Indian Reserve, which came into Lethbridge from the southwest. It was built by the Department of Defense during the Second World War. Students of No. 8 Bombing and Gunnery School, RCAF, made bombing runs at ground targets on the north end of the reserve, now the Blood Band Ranch. The road was used by instructors to visit the bombing lease and to assess the success of the training program.

Brewery Hill. The first roads down to the riverbottom from the prairie level were those later to be called the Laundry Hill Road and the Brewery Hill Road. They were extensions of the modern 6 and 1 Aves S, respectively. Also, 3 Ave S was extended at an early date down Medicine Stone Coulee, later Nuisance Coulee. There was a weigh scale at the top of the Brewery Hill Road, hence, the road was used by teamsters with four-horse teams to haul two-ton loads of coal up from the riverbottom drift mines. Teamsters always dragged a log behind their wagon in such a way that, when the horses were halted for a rest, the wagon rolled back and its rear wheels were stopped by the log, thus taking the weight of the load off the horse's collars. Also, the road was used to haul gravel from the valley to construction sites on the prairie level. Closure of the road was proposed in 1947 but it was still in use in August 1950. It was closed soon after when the Brewery Gardens began to be developed.

Jail. The road ran straight east from Lethbridge past the Dominion Experimental Station (now the Lethbridge Research Station) and the Provincial Jail. After several miles it made a 90-degree left turn northward to Coaldale. Now secondary highway No. 512, it is still sometimes called the Old Coaldale Road.

Laundry Hill. See Brewery Hill Road. The Laundry Hill Road, so-named because the Lethbridge Steam Laundry was constructed on 6 Ave at 4 St S and opened for inspection on 26 February 1906. It was part of an ancient trail down to the Crossing, now the location of the Sixth Avenue Bridge. It was the first route to and from the river valley.

Lundy's Lane. Lundy's Lane was a local name given to that portion of 2 St between 2 and 3 Aves S, now part of Scenic Drive South. It was actually a kind of pathway down one side of a coulee, across the front yard of the O'Reilly residence, then up the other side to 210-3 Ave S. The original Lundy's Lane was near Niagara Falls and was the scene of a battle in the War of 1812.

North Coaldale. This was an extension of 26 Ave N, which led directly east to the northern outskirts of Coaldale.

Old Coaldale. See Jail Road.

McLean School. The name referred to a road that turned south on the east side of the jail property and ran past McLean School. The name commemorated the Hon. Archibald James McLean.



Victory Square — the intersection of 6 St and 4 Ave S — on V-E Day (Victory in Europe Day). A non-denominational celebration of thankfulness was held.



Lethbridge from the WSW about 1950. The Laundry Hill Road, an extension of 6 Ave S, wound down the coulee in the right foreground. The Lethbridge Steam Laundry Company plant was to the left of the road on the prairie level.



A picnic in the riverbottom in 1910.



Don Rylands, Margaret Fraser, and Eugene Forster on a cable bridge over the Oldman River that provided access from Dupen Bottom to Diamond City.



The 1890 Opera House, or Lethbridge Building Company Hall, is seen here in December 1923 when it was known as the AREI Building. It housed the staffs of the Galt Mines and the CPR's Lethbridge section of the SMRD irrigation project. The building was demolished in 1966 as part of the Downtown Safeway land assembly.

Third Avenue Extension. See Coulee, Nuisance. Opened in 1986, this is now the main route to Indian Battle Park and the Lethbridge Nature Reserve.

Red Lane. The name was given to the street that bisected The Point, which was the centre of vice and prostitution in Lethbridge from 1908 to about 1920. The Lethbridge Lodge Hotel now occupies the site.

West Coulee. This was one of several names given to Scenic Drive South during development. Another was the Southwest Bypass Road. The road was built to funnel traffic into the downtown area, to provide a bypass from Highways 4 and 5 to Highway 3, and to connect a lot of dead-end streets and avenues along the edge of the coulees. After completion names proposed were: Chinook Scenic Drive, College Drive, Conybeare Drive, Coulee Ridge Drive, Green Acres Drive, Mountain View Drive, and Sheran Drive but residents favored Scenic Drive.

Rotary Beach. The first project of the Lethbridge Rotary Club was the construction of a sand beach along the muddy northwestern shoreline of Henderson Lake. Rotary Beach opened on 16 June 1926 and included a series of steps from changing rooms down into the water. See Old Steps.

Royal View. Royal Collieries Ltd. purchased the William Barnes mine and opened the Royal View mine in 1907-1908 and operated it until about 1915. The mine employed 200 men at peak periods. The community near the mine was called Royal View, sometimes Royal City, and boasted a hotel and school, among other amenities. The mine was connected to the railway at Lethbridge by a six-mile long spur that ran north on 21 St S. (On 29 October 1908 council gave permission to run the spur line through the North Ward. By 21 April 1914 efforts were being made to take up the spur and thus release about six acres of city land). Royal City is shown on a 1913 map as being located two miles south of, and across the river from, Diamond City, also the location of Royal View.

Segregated Area. Also the Red Light District. The name was given to the area bounded by 1 and 4 Aves and 2 and 4 Sts S. Around 1918 the bordellos and the filles de joie began to move from The Point to houses a few block east to get closer to the business district. They established themselves mostly along 3 Ave and 3 St S. By about 1920 all the prostitutes had moved and the new Segregated Area became the centre of vice in the city. Development of the district ushered in Lethbridge's golden age of prostitution, as the district operated in wide-open fashion until 1944.

Sidings. In the days of horse transportation, sidings were placed about eight miles apart, this being roughly the return distance a team with loaded wagon could travel in a day. However, the distance was not fixed.

Ghent. Described in some references as Ghent Junction, this was a siding with sign board at about 31 St near the stockyards, which were located on the eastern outskirts of the City of Lethbridge. The stockyards were demolished in 1984.

Lenzie. Location: SE11-9-22-W4. The original name of this siding, located 1.5 miles west of the CP Rail High Level Bridge, was Lone Tree. It was connected with the Taylor Mine by a private set of rails for horse-drawn coal cars. Lenzie Siding, which dates to 1916, commemorated part of Kirkintilloch, Scotland. The name was selected by

Pleistocene geologists as the descriptive name for the extensive, buff-colored lacustrine and aeolian interglacial beds in the Lethbridge area, collectively called the Lenzie silts.

Provincial. A siding named Provincial was mentioned in Lethbridge Research Station reports of the 1920s. Station field days were popular then with many of the visitors arriving by train. According to the reports, the trains stopped and unloaded passengers at Provincial, located due north of the station buildings. [We think it likely that the trains stopped on the main track to unload and load passengers as there is no evidence of a former siding at the location].

Sir Alexander Galt Museum. The name, which commemorates Sir Alexander Tilloch Galt, was approved by council on motion of Alderman George Watson on 31 January 1966. The museum from its beginnings in the old Bowman School in February 1964 was called the Civic Museum, the City Museum or the Lethbridge Museum. On 13 June 1977 council instructed the city administration to seek historical designation for the Galt Building, which contained the Sir Alexander Galt Museum. The building was so designated in 1978.

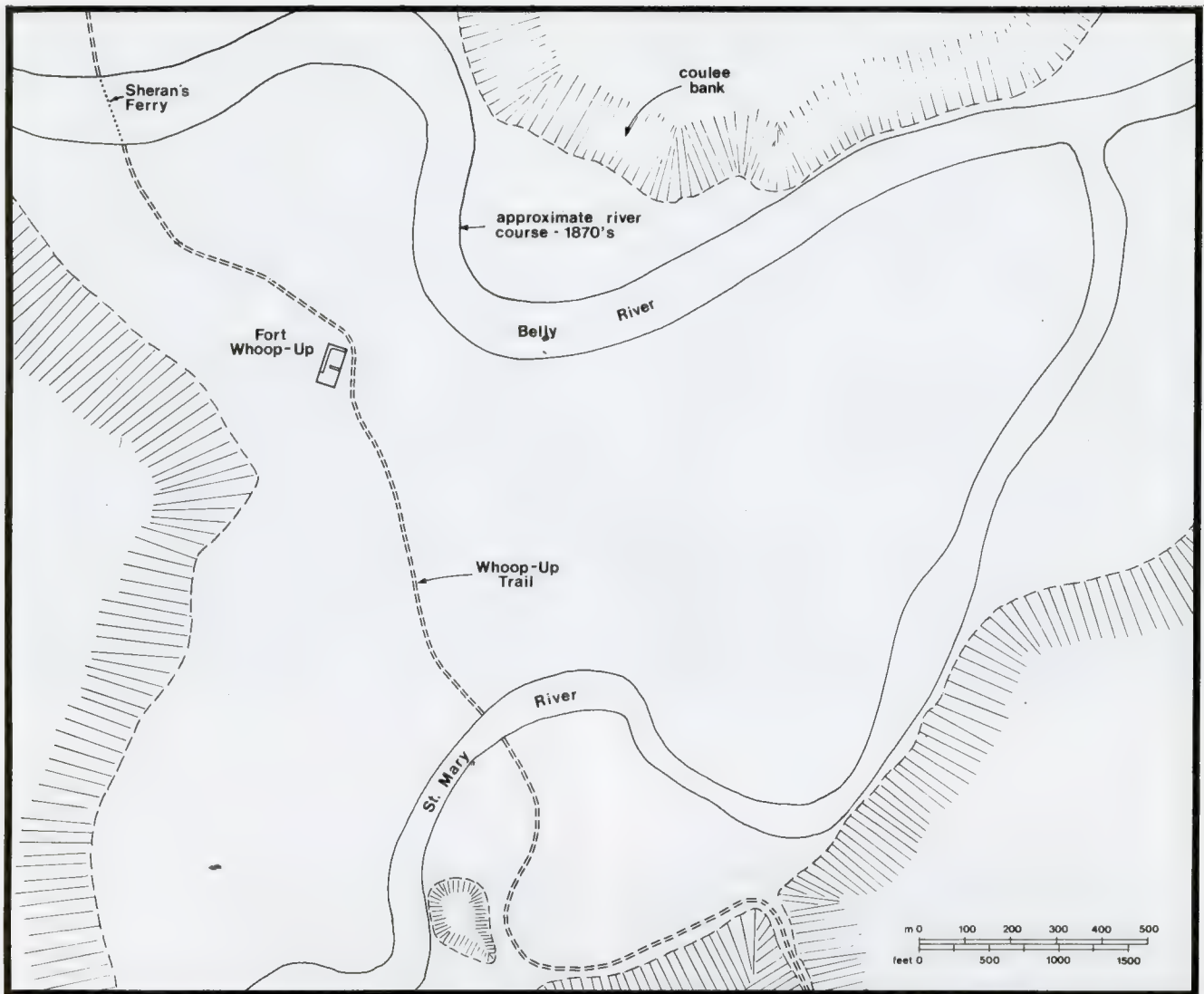
Squares. As used herein, the term refers to a city intersection or the space provided by a few empty lots.

Chautauqua. Chautauqua was travelling live stage performances of professional singers, actors and lecturers held in large tents because few towns had halls. The first Chautauqua in Canada was held in Lethbridge on 7 August 1917, its costs guaranteed by local businessmen under the chairmanship of lawyer Samuel S. Dunham. In the 1920s a few city lots in the block east of 9 St S between 3 and 4 Aves were called Chautauqua Square because the chautauqua tent was usually set up there. The Chautauqua played Lethbridge from 1917 to c.1932.

Red. This designation was given in the 1930s to the empty lot south of the Arlington Hotel (now the Bridge Inn). It was the meeting place of the unemployed, who held rallies there to discuss their many legitimate grievances. Local critics tended to see Communist influences at work in every such gathering, hence the meeting place was dubbed Red Square. It was a time when the more fortunate members of Canadian society blamed the unemployed for their lack of work and the poor for their poverty.

Victory. This name was given to the intersection of 6 St and 4 Ave S during the Second World War. The courthouse was located on the northeast corner. A semi-permanent speaker's stand was placed on the courthouse lawn, as was a billboard to show progress of Victory Loan drives. A non-denominational service was held at Victory Square on 7 May 1945, when the defeat of Germany was announced. On 6 July 1955 scramble lights were installed at this intersection. On signal traffic lights turned red and pedestrians crossed in all directions, including diagonally. The experiment with scramble lights ended on 19 May 1959.

St. Mary Butte. Also The Little Hill. Called by the Indians *Ikkee-Kimmikway*, also *Ikib-Kimmiko* [*Ikib* refers to pink or reddish-colored rock or soil] or *Tattsikibkimmiko*, [*Tattsi* refers to a hill or butte rising by itself from an otherwise flat surface] the small hill was on the east side of the



Fort Whoop-Up Flats, about 1874. The largest and best known of the 50 whiskey forts established in southern Alberta from the late 1860s to 1874 was Fort Whoop-Up. Of the many stories purporting to explain the origin of its picturesque name, the most likely is the one to the effect that as Johnny Healy and Alf Hamilton left Fort Benton for the north, Isaac G. Baker shouted to them, "Don't let the Indians whoop you up."

St. Mary River where St. Mary's station was located and the former Crow's Nest Pass railway crossed the river by a 2,933-foot long wooden bridge. In 1837 the butte was the centre of scenes of unimaginable fear and horror when possibly as many as 6,000 people, two-thirds of the Blood and Blackfoot tribes, died of smallpox in the general vicinity. The epidemic broke out in June 1837 at Fort Union on the Missouri River. In January 1838 Hudson's Bay Company traders noted in diaries that "the Mortality among the plains tribes from the Small Pox has been very great." U.S. Army Lieutenant James H. Bradley said of the epidemic, "At the junction of the St. Mary's and Belly Rivers, now called Fort Whoop-Up, among the Bloods and Blackfoot, the mortality was so great they gave the place the name of *Ab-ki-e-nab Es-koo* or The Graveyard. Among these tribes no less than 6,000 perished, or about two-thirds of their whole number." (A similar tragedy in 1869, accompanied by outbreaks of measles and scarlet fever in 1864, reduced the population of the Blood tribe from 6,800 in 1854 to 2,544 in 1869.)

St. Mary River. The St. Mary river and lakes were named by Jean L'Heureux, a notorious French-Canadian homosex-

ual, who lived among the Blackfoot for many years. He had trained in a seminary and often posed as a priest. About 1855 he posed as Father Albert Lacombe and camped with others on the shores of a lake called by the Indians *Pautk-to-muo-kima*, or Lakes under the bluff. The river flowing northward from the lakes was called *Ats-ski-kix*, or Blue Banks. L'Heureux erected a wooden cross and, with appropriate ceremony, named the body of water Lake St. Mary and the stream St. Mary River. George Mercer Dawson in 1881 recorded the Blackfoot term *Opoghto-maxi-kimi-tugty*, which he translated as Big South Lake River, for the St. Mary River.

Stations. Small wooden stations were erected for the convenience of passengers on the first Crow's Nest Pass railway, built in 1897-1898.

Dranoel. The first Crow's Nest Pass railway followed modern Mayor Magrath Drive South to the airport, then curved to the west and crossed the St. Mary River and its tributary coulees by a succession of wooden bridges. Dranoel was located at what in 1986 was 430 Mayor Magrath Drive South, the site of Campbell Clinic.

1905 Name Changers

Now that the Northwest is undergoing a transformation and old things are passing away and all things are becoming new, would it not be a good plan to change the names which now mar some of our towns and villages. The names Indian Head, Moose Jaw, Medicine Hat, Okotoks, Red Deer and Wetaskiwin may have appealed strongly to the aborigines and were suitable names for Indian villages, but they are in decidedly bad taste when applied to progressive centres of white civilization. Then there is another class of names which is an eyesore and should be blotted from the map, namely: Standoff, Leavings, Carstairs, Jumping Pound and numerous other equally ridiculous appellations.

— Editor, The News

Editor, The News,

Sir, As one interested in the history of the past, I take exception to your Editorial proposing a change in names of some of our western towns and villages. You mention Moose Jaw, the full original name of which is "The place where the man mended a cart with a moose jaw bone" and takes one back to the

days of the Buffalo and the Red River carts. Medicine Hat once was an Indian meeting place. Okotoks means rocks or rocky place.

This country was once a place of Buffalo and Indians and finally came the pioneers, Old Timers as they are now termed, who gave the "ridiculous" names to many of these places, men who risked their lives to open a new country, and made the way easy for the frock coat and starched collar. In justice to them let their monuments remain. Whoop-Up is now only a name, the old log fort and stone fireplaces being destroyed by vandals.

Is it not far better to keep the name Lethbridge and say to the new comer, here was fought a great Indian battle where now we have a city, than to name it Prairieland or some namby-pamby name of that description? We are a new people in a new stamping ground and rather than change the names I would say collect all the old lore regarding the origin of them. The history of the west is an interesting study but I am afraid the men who made it are like the Buffalo—Gone Across the Great Divide. Let us keep the old names as a memory of them.

Sta-Mo-Za'ei

The Lethbridge News 20 April 1905

St. Mary. See Dranoel Station. St. Mary was another small station with watertank on the Crow's Nest Pass line and was located at the east end of the bridge crossing the St. Mary River, west of the Lethbridge Municipal Airport.

Whoop-Up. See Dranoel Station. Whoop-Up was another station on the Crow's Nest Pass line and was located immediately south of what eventually became the George Luco farmstead on 8-8-21-W4, west of the Lethbridge Municipal Airport. In 1898-1899, large quantities of supplies and over one million board feet of lumber for structures on the new irrigation system were unloaded here and teamed to the Kimball headgates and elsewhere along the canal system. Lumber was used throughout the system, there being no concrete at all.

Terrace Hospital. See NWMP Hospital.

The Dip. Mange, which is caused by a mite, was widespread among range cattle in southern Alberta from 1900 to 1919. Treatment consisted of two immersions 14 days apart in a hot sulphur mixture and involved the construction of a dipping vat, a set of corrals and a cement-lined trench where cattle were forced to swim through the hot liquid while their heads were pushed under once or twice. The procedure was overseen by the Mounted Police in order to ensure compliance and thus eliminate mange. The Lethbridge Dip was located in Davies bottom. There was another dip on SE1-10-21-W4.

The Incline. An inclined railway, sometimes called an inclined tramway, was built in 1885 to bring coal from the river valley drift mines to the railway on the prairie level. It was 2,100 feet long and rose about 300 feet in that distance. It was located along what later became the north side of the CP Rail High Level Bridge and at a slight angle to it. The Incline was powered by a steam boiler, taken from the river steamer Alberta, which turned a cable winding drum. There were two tracks on the Incline, one

used to haul loaded mine cars up by cable, the other to send empties back down. A load, or rake, consisted of five cars, each with about a ton of coal. Men rode loaded cars up and empties down and many remarked on the speed of the journey. The Incline ended at the Bankhead, variously described as high scaffolding or a high trestle, where the coal was screened and the remaining coal was weighed. Miners were paid on the basis of the screened weight (in 1885 at \$1.10 per ton) even though the screenings were all used in company boilers—a petty corporate ripoff that later became a strike issue. Finally the coal was dumped into waiting coal cars at a rate of ten tons per car. There were 15 cars per train on the narrow gauge. The Incline shut down in 1893 as the prairie level mine shafts had taken over production from the river valley drift mines.

The Loop. A name given to the 13 St and 9 Ave N turnaround place on the Blue Line of the Lethbridge Street railway system. Used until 1947, it was always half a mile or more from where most people lived—official Lethbridge's way of hassling the northside foreigners! There was another loop at the fairgrounds entrance on the Red Line. And the downtown routes were called the city loop. Three lines operated on the street railway, patriotically designated the Red, White and Blue lines.

The Point. See Road, Red Lane. In 1907-1908 Lethbridge city council secretly decided to set up a segregated district and to consolidate the scattered houses of prostitution therein. The purpose was better control and supervision of the prostitutes and the lawless element they attracted. A 19-lot subdivision on a promontory extending west from 1 St at 3 Ave S was registered on 10 December 1908. Because of its shape, it was called The Point. City fathers actively encouraged and aided the madams to secure loans to buy lots and to build brothels. Occasionally called the

Tenderloin [after a district in New York City], the Point was the centre of vice in Lethbridge until about 1917-1920.

The Stockyards. A collection of livestock corrals and related facilities were located from 1885 until 1912 on the north side of the Lethbridge-Dunmore track at what would have been its intersection with 7 St N. In 1912, mayor George Merrick Hatch, a livestock dealer, persuaded the CPR to move the stockyards out of what had become the near-centre of the city to a point on the Coutts railway opposite the Fairgrounds. In October 1930 the stockyards were moved to a site on the south side of the Crowsnest railway east of Montana Junction opposite Hill's Piggery [now W.T. Hill Farms Ltd.]. The stockyards, offices, sales ring and a restaurant were demolished in 1984.

The Stone Fort. A name given by generations of Lethbridge children to a stony outcropping along the river near a swimming hole, probably better known as Stony Castle, in what is now the north end of Botterill Bottom Park. Twin rocky outcrops trapped stagnant water, which was warmed in the sun.

Tickner's Hill. A name used in the 1920s to describe the slope leading down to the 13 St subway from 3 Ave S. It was named for Ernest J. Tickner's Grocery Store at 204-13 St. S.

Trails. A title now assigned to major thoroughfares but once used to refer to almost any road.

Black. Another of the 1920s color-coded highways, now known as Highways No. 4 (Coutts-Lethbridge), No. 3 (Lethbridge-Monarch), and No. 23 (Monarch-Calgary). The color designation was attached to the Great Falls-Lethbridge highway although that portion was better known as the Sunshine Trail. On 30 April 1928 the Alberta Motor Association asked council to gravel a traffic artery though the city to connect both ends of the Black Trail.

Red Coat. In the early 1980s a road that generally paralleled the old marching trail of the NWMP from

Dufferin, Manitoba, to Fort Macleod, Alberta, was named the Red Coat Trail. The Red Coat Trail Association sponsored paving of the trail as well as the erection of markers. (The 31-mile Govenlock-Manyberries section was still gravelled in 1986). Signs began in Manitoba on highway No. 4. The trail entered Saskatchewan at Redvers and travelled through Weyburn, Assiniboia, Shaunavon and Govenlock before entering Alberta. In Alberta the route passed through Manyberries and Foremost and on to Lethbridge and Fort Macleod. The west end of the trail was opened in a ceremony at Fort Macleod on 22 September 1986.

Yellow. The name referred to yet another of the color-coded highways, this one from Lethbridge to Waterton via Cardston, now highway No. 5. On 14 September 1925 council received a letter from the Good Roads Association asking that it gravel and mark the Red, Yellow and Black (or Sunshine) Trails through the city. On 25 January 1926 the province downgraded this trail to an ordinary road, a move vigorously protested by city council and the Board of Trade.

Union Station. In November 1905 Smith Bros. & Wilson, contractors, built a railway station at the end of 8 St S. It cost \$20,000. Because facilities were shared by the Canadian Pacific Railway, the Alberta Railway & Irrigation Company, and the Great Northern Railway, the station was called the Union Station. Great Northern Railway facilities consisted mostly of office and ticket sales space as its trains did not come into Lethbridge. Floor space was doubled in 1910 by building brick additions at both ends. About 1926, as a promotion, carloads of bituminous sand from Fort McMurray were shipped to various centres for road and sidewalk construction. At Lethbridge the bituminous sand was used to build a 15-foot wide platform on the north side of the station, a platform that was still in use in the late 1940s. (The bituminous sand also was used to pave a section of 14 St S between 3 and 4 Aves). The

Lethbridge's Saloons

There were 19 saloons [the word is a westernized version of the French *salon*] in operation in Lethbridge in December 1885, congregated along modern 5th Street South and on 1st and 2nd Avenues. (Lethbridge's population was about 1,200.) Names were: Austin & Davis' Saloon, Baroness, Black Drama, Bonton, Bowen & Morton's Saloon & Restaurant, Bucket of Blood, Burgonye's Saloon, Cleveland & Burge's Saloon, Criterion, Exchange Beer Hall, Jack Kline's Saloon & Lunch Counter, Joe Hall's Saloon (in riverbottom), Lyon's Saloon, Maple Leaf, Nickle Plate, Palace, Welcome Home, Whoop-Up, and Woodbine. Most were dingy, hole-in-the-wall joints that fronted on dirt roads. Gambling was an important activity. At least two hotels, the Lethbridge House and the Crown Hotel, dispensed beer through hotel bars. All sold a low alcohol beer, called hop beer, which could be fermented and bottled in ten days. (The beer sold for \$1.50 per dozen bottles.)

The beer was made locally. There were three breweries in town: the Alberta Brewery, owned by

Joseph H. Noel and Narcisse St. Goddard; the Lethbridge Brewery, owned by Wm. McKuser and John Irvine; and the Mine's Brewery, also owned by Noel. Later Noel and Fred Sefton each operated hop beer breweries in the riverbottom. (Sefton's Brewery was on the site later selected for the City Waterworks.) These enterprises operated openly in the face of a North-West Mounted Police presence and in spite of a prohibition law in force throughout the North-West.

The attitude of the NWMP was one of tolerance. The police knew they could not stop the brewing and selling of liquor. Anyway, the gin-drinking ex-British Army officers of the NWMP did not think anyone except Hungarian miners could get drunk on hop beer. And, they pointed out, enforcement of prohibition was the responsibility of the North-West Territorial administration and its liquor inspectors. As long as the proprietors of the breweries and saloons (and the women involved in prostitution) maintained a low profile, the NWMP had an unspoken agreement not to bother them much. However, they were closed occasionally by agents of the NWT administration.

Mountain View Cemetery

On 3 January 1945 city council changed the name of the Public or City Cemetery to Mountain View Cemetery. The cemetery, located in southwestern Lethbridge, was developed by the Church of England and local undertakers. It was not until 1942 that it was consolidated under the ownership of the City of Lethbridge.

The new name was not accepted, even though supported by the Board of Trade, so council called for suggestions. The matter of naming the cemetery came up again on 21 January 1946.

The first item discussed by council at its 21 January meeting was a request from the Imperial Order Daughters of the Empire asking to plant an avenue of trees in the Public Cemetery as a memorial to those who died in the Second World War. The IODE request was speedily approved.

Next council discussed the naming of the cemetery. No one was satisfied with the names Public or City Cemetery. Interested citizens had submitted names to council for its consideration although there is no record of who sent in what name.

The names were: All Saints Cemetery, Burial Park, Eventide, Fairbank Cemetery, Fairview, Foothills Cemetery, Galt Cemetery, Garden of Remembrance, Garden of Rest, High Cliff Cemetery, Hillside Cemetery, Lawnview, Moorland, Morningside Cemetery, Mountain View Cemetery, Peace Cemetery, Peace Land, Peacehaven, Pleasant View Cemetery, Resthaven, Southland, St. Gabriel Cemetery, St. James Cemetery, St. John Cemetery, Sunnyside Cemetery, Sunset Cemetery, Sunset Rest, Victoria Cemetery, Victory Cemetery, and Woodland Cemetery.

To no one's surprise, council once more selected the name Mountain View Cemetery. And this time it stuck.

station was added to again in the late 1940s. The old station is currently being redeveloped for use by the Lethbridge Health Unit at an approximate cost of \$2.0 million.

University of Lethbridge. Various names were suggested for this institution, including the University of Alberta Lethbridge Campus (18 November 1964) and The Southern Alberta University (22 August 1966). Because the university opened its doors in September 1967, it was known as The Centennial [of Confederation] University.

Whitney Campus. This name was used on 29 April 1962 in a speech by Dr. Catharine Campbell (Kate) Andrews to describe the new campus of the Lethbridge Junior College (now the Lethbridge Community College). The name commemorated the David J. Whitney family, which once owned the property.

Whoop-Up Drive. The name was assigned to the drive upon completion of the freeway and Sixth Avenue Bridge

in February 1975. An early proposal (16 December 1968) was to call the drive the E.C. Manning Freeway. However, Premier Manning retired, nobody needed him anymore, and the proposal was forgotten. Street Naming Committee members intended that the Whoop-Up designation, decided by them in September 1974, should extend easterly to Mayor Magrath Drive South. This decision was never implemented, presumably because of the disruption it would cause and the amount it would cost. The name Whoop-Up has been widely used in Lethbridge because the largest and best known of the 50 whiskey forts established in southern Alberta in the late 1860's to 1874 was Fort Whoop-Up. Of the many stories purporting to explain the origin of its picturesque name, the most likely is one to the effect that as Johnny Healy and Alf Hamilton left Fort Benton for the north, Isaac G. Baker shouted at them, "Don't let the Indians whoop you up!"

Widow's Walk. A path to the edge of the water along the northwestern shoreline of Henderson Lake.

Wigan. Part of the village of Coalhurst, subdivided by James I. McDermott on 1 October 1927. The name commemorated Wigan, Lancashire, England.

Wild Turnip Hill. A prominent height of land on the north end of the Blood Reserve, easily seen from

Name Sought for New Hotel

WANTED — A name for the new hotel. The program at the hostelry is going forward at such a pace that a name must be settled upon immediately and the directors are asking for suggestions. They may be sent to the Lethbridge Community Hotel directors direct. Suggestions should be sent at once as a decision must soon be reached.

The Stafford and the Sheran are two names that have met with some favor, the former being in commemoration of William Stafford, first superintendent of the Galt Mines, and the latter for Nicholas Sheran, pioneer mine operator of Alberta, who in 1872 [1874] started the first coal mine in the Lethbridge field. The Sir Alexander Galt, the Baldwin, and the Willingdon are also suggestions.

The Lethbridge Herald 25 February 1928

[Sir Alexander Galt was the promoter of the North Western Coal and Navigation Company, which came into the region in 1882 with competent staff and English money and began the large-scale exploitation of the Lethbridge coal field. Stanley Baldwin was the Prime Minister of Britain on three occasions — briefly in 1923 and again in 1924-1929 and 1935-1937. Freeman Freeman-Thomas, First Marquess of Willingdon, was the Governor-General of Canada from 1926-1931. The name finally chosen for the new hotel was The Marquis, after the world famous, high quality, hard red spring Marquis wheat, which was developed by Charles Saunders of the Ottawa Experimental Farm. The hotel opened in June 1928. It closed in November 1985].



Weasel Fat's Bottom, on the north end of the Blood Reserve. The medicine wheel marks the last camping place of Many Spotted Horses (c.1820-1885), chief of the Many Fat Horses band, Awa'-poso-otas. Many Spotted Horses signed the 1855 treaty with the Americans at Judith Basin and, in 1877, was rated as one of the four most important chiefs among the Bloods at the signing of Treaty No. 7 at Blackfoot Crossing.

Lethbridge. It is shown on the old maps as *Mass'Etomo*, or Root/hill. Modern Blood linguists transliterate the term as *Massiitommoi*. *Maas* is the generic term for root and refers to the edible plant *Psoralea esculenta*, Indian breadroot, which grows readily on the well-drained sandy soils of the area. The famous Blood chief, Many Spotted Horses (c.1820-1885), once killed a Kootenay hunter there.

Wolf's Peak. An eroded promontory near the Oldman River in SE20-8-22-W4. The Blackfoot name, *Muk-kwy-otchekan*, was recorded by George Mercer Dawson in 1881 and translated as The Wolf's Peak. The name is made up of *Muk-kwy*, wolf, and *otchekan*, penis. Thus the name of the feature in the Blackfoot tongue is The Wolf's Penis.

Modern Blood linguists transliterate the term as *Makoiyootsikan*.

Woollen Mill. This was a brick building on a 1.15-acre lot near the CPR roundhouse on the Macleod Trail. It was built in 1906 in order to entice a woollen mill to move from Medicine Hat to Lethbridge. In spite of a \$40,000 bond guaranteed by the city the woollen mill went broke after two years and the building was renamed the Industrial Building. The Columbia Macaroni Factory (now Catelli Ltd.) located there on 24 February 1913, a two-year lease being signed by N. Marinaro and O. Marinaro, two brothers from Fernie, B.C. Later it served as the City Stores before being demolished in 1934.

Appendix

Authority

**Revised Statutes of Alberta. 1970.
The municipal government act.
Chapter 246, pp. 3701-3877.**

Page 89:

Naming and numbering of streets, etc.

171. A council may, by resolution, name or number the streets, avenues and roads and change the names and numbers of any of the streets, avenues and roads now existing or hereafter laid out by the municipality, and whenever it is expedient to do so, the council, by resolution, may for municipal purposes change the name of any subdivision or district or part of a subdivision or district without regard to the name shown on the plan registered in the land titles office for the subdivision or district, and without the necessity of having the name shown upon the registered plan changed, if all particulars of any change are recorded on a plan filed with the municipal secretary, who shall make the plan available to the public.

RSA 1970 c246 s171; 1976 c74 s12

House numbers

171.1 A council may pass a by-law for the orderly numbering of houses on lots on the streets and avenues and for the renumbering of them from time to time as the council considers expedient.

1971 c74 s17

1964. By-law No. 2528.

A by-law of the City of Lethbridge pursuant to the Provisions of The Planning Act (1963), Alberta, to adopt a General Plan. [The by-law went through 12 revisions before being replaced by By-law No. 3573, 1980.]

236. Street Identification

THAT the present method of street and avenue identification shall be retained in the existing areas laid out on the grid system.

THAT a street naming policy for the remainder of the city shall be related to the following:

The city shall be divided into the neighborhoods recommended in the residential section of the General Plan.

Each neighborhood shall be given a name.

The name of each road within a neighborhood shall be associated as far as possible with the name of the neighborhood.

Each road shall be designated according to road width and traffic importance.

Primary highway connections to be designated drives.

Neighborhood boundary roads, where part of the grid pattern, to be retained as numbered avenues and streets.

Neighborhood spine roads to be designated boulevards.

Residential streets to be designated roads.

Loop roads to be designated crescents.

Cul-de-sacs to be designated places.

Avenue or street to be used only where roads are numbered.

Houses on the right side of the road shall be identified by odd numbers, and houses on the left side by even numbers, with the numbers starting from the end nearest to the city centre.

Illuminated diagrams showing the name and location of each road in the area shall be placed in the neighborhood centre.

Street guides maps shall be produced by the city for public distribution.

City of Lethbridge 1980 Policy For Municipal Names Committee

Subject

The following guidelines shall apply in the naming of area structure plans, neighborhoods or subdivision areas, roadways, parks and any other public facility which shall require naming.

Authority

The following resolution, which was not fully implemented until 1983, was passed by city council on Monday, December 8th, 1980:

The Committee will be known as the Municipal Names Committee, and will consist of persons appointed by the city manager.

The Municipal Names Committee will have the authority to name new roadways and to submit to city council recommended name changes for existing roadways. The latter will be accompanied by a rationale for and the financial/administrative implications of such changes.

The Municipal Names Committee will have the authority to name districts and/or subdivisions.

The Municipal Names Committee will have the authority to draft policies and criteria for its use.

All names selected in accordance with this policy, whether by city council or by the Municipal Names Committee, will be submitted to the appropriate city department for implementation.

General

The name shall not be duplicated nor shall it approximate phonetically the name of any other area, roadway or facility already named within the City of Lethbridge.

The members of the committee shall be charged with the responsibility of promoting the use of a name change or in the case of new roadways the name assigned to it.

The committee shall establish theme names for new or existing neighborhoods which shall include a broad range of historical, geographical or ethnic backgrounds.

The theme name for a new area shall appear on a maintenance-free cairn erected at each major entrance to the area.

The name shall accommodate the computer base retrieval system which shall be compatible with assessment.

The name shall not be suffixed with the word Park unless the facility falls under the park naming category, the exception being Industrial Park where both may appear, for example, Anderson Industrial Park.

The West Lethbridge Village names as shown on Appendix A shall form part of this policy and shall be updated from time to time.

All neighborhoods or subdivisions, roadways, and parks and playgrounds shall be named at the outline plan stage.

Industrial parks shall be named after former mayors or honored citizens of the City of Lethbridge.

Roads

All roadways shall be designated with the suffix West, North or South.

Roadways will be named only when they do not fall into a uniform grid system.

In those areas where roadway naming is predominant, names may be selected in the following manner:

- By following an alphabetical sequence

- By use of a common prefix

- By use of the first letter

- By selection based on the theme name of the area

All named roadways shall be suffixed with one of the following descriptive words:

Trail. All named major thoroughfares being completely or partially constructed, and which are intended as divided expressways for through traffic with full control or partial control of access and which may have grade separations at intersections. Generally a highway link or corridor through the city.

Drive. An arterial roadway which may be divided, or have controlled access.

Boulevard. A collector roadway within a neighborhood or community.

Street. A roadway essentially traversing in a north-south direction.

Avenue. A roadway essentially traversing in an east-west direction.

Crescent. A U-shaped minor roadway which connects to one street only.

Road. A minor roadway which may change its direction. Not to be interchanged with boulevard.

Place. A cul-de-sac.

Bay. A cul-de-sac as above but having a shorter length.

Court. A P-shaped minor roadway with one entry from another roadway.

Parks

Neighborhood level open space shall be named in accordance with the following:

A primary village park and open space may be the name of a person or may have the area structure plan name designation. The committee will recommend to city council the naming of such parks.

Secondary neighborhood parks and open space may be named after a community organization, neighborhood name or an adjacent road.

Small tot lots do not require naming unless for a specific purpose.

City level open space, which includes open space in industrial subdivisions and in the downtown area, and serves the entire population of the city and its region shall be named after a geographic designation, an historic name or after an honored citizen.

Area less than one acre shall be known as playgrounds.

Areas over one acre shall be known as parks.

Facilities

Facilities such as ice arenas or swimming pools will have the name of the park they are located on or if this is not possible then they may assume the name of the village or an honored citizen.

Post-War Town Planning Commission

The post-Second World War Town Planning Commission consisted of nine members appointed under By-law No. 1169 and amendments thereto. The Commission was disbanded on 19 November 1957 when the Oldman River District Planning Commission was organized. (The latter was renamed the Oldman River Regional Planning Commission in 1961.) Members are listed below because the deliberations and actions of this body had a major impact upon the geography of modern Lethbridge.

Appointed	Name	Term Expired
20 January 1947	F. W. Holberton	31 December 1947
20 January 1947	Mrs. P. W. Borgal	31 December 1947
20 January 1947	Mrs. M. H. Parfitt	31 December 1948
20 January 1947	George Watson	19 November 1957
20 January 1947	G. F. Manson	14 June 1948
20 January 1947	C. J. F. Beny	31 December 1951
20 January 1947	C. S. Glendening	19 November 1957
20 January 1947	G. F. Hamilton	19 November 1957
20 January 1947	R. Stanley	08 March 1947
08 March 1947	W. H. Fairfield	10 November 1957
01 January 1948	J. M. Campbell	19 November 1957
01 January 1948	D. Paterson	31 December 1950
01 January 1949	H. Lowe	08 May 1957
01 January 1949	A. J. Watson	19 November 1957
01 January 1951	G. R. Robins	19 November 1957
01 January 1952	D. J. Card	19 November 1957

The Death Penalty

Convicted felons were once hanged in Lethbridge. The first such hanging took place within the city limits when, on 14 January 1911, Wasyl Chobator was hanged in a barn at the Royal North-West Mounted Police barracks [now the Civic Centre] for the murder of Alex Lazaruk. His body was buried in quicklime on the grounds. The Provincial Gaol or Jail was opened later in 1911 and further hangings took place there.

The 18 individuals executed by hanging at the Lethbridge Provincial Gaol (now the Lethbridge Correctional Institute) are:

Frederick L. Carlson	19 June 1911	Buried in prison compound
	Burial place unknown	10 June 1931
Adam Niegel	22 March 1918	Body claimed by parents
	Burial place unknown	25 May 1944
Tom Bassoff	22 December 1920	Buried in prison compound
	Burial place unknown	26 June 1946
Ottis Dortch	11 April 1923	Buried in compound
	Burial place unknown	18 December 1946
Bertram A. Jones	10 June 1931	Buried in compound
	Body sent to U. of A.	18 December 1946
Mike Radko	10 June 1931	Buried in compound
		18 December 1946
		Buried in compound
		09 April 1948
		Buried in compound
		30 March 1949
		Buried in compound
		29 June 1954
		Buried in compound
		17 July 1956
		Buried in compound

Bibliography

- Alexander, Grace Dryden. 1980. Brief History of River Junction School. Typed ms in Sir Alexander Galt Museum archives, Lethbridge. Pp. 27.
- Anon. 1906. Souvenir of Alberta. Salesman Publishing Company, Winnipeg, Man. Pp. 142.
- Anon. 1985. Alberta Road Map. Travel Alberta, Edmonton, Alberta.
- Anon. 1987. Downtown Lethbridge: Planning For The 21st Century. City of Lethbridge Planning Department summary brochure. Pp. 4.
- Baines, A. P. (Ed.) 1984. Pioneer Pemmican Club Roundup: 1885-1985. D. W. Friesen & Sons, Ltd., Calgary and Altona. Pp. 709.
- Baines, Audrey S. 1985. Lethbridge School District No. 51: The First 100 Years. From Cottage to Composite 1886-1986. Ronalds Printing, Lethbridge Division. Pp. 229.
- Barker, E. N. 1923. In The West 40 Years Ago And After. Issues of 24 March and 5 May, Lethbridge Daily Herald, Lethbridge.
- Bowman, R. F. P. 1973. Railways In Southern Alberta. Occas. Paper No. 4. Leth. Hist. Soc., Lethbridge, Pp. 40.
- Bowsfield, Hartwell. (Ed.) 1977. The Letters of Charles John Brydges 1879-1882. Hudson's Bay Company Record Society, Winnipeg. Pp. 328.
- Bowsfield, Hartwell. (Ed.) 1981. The Letters of Charles John Brydges 1883-1889. Hudson's Bay Record Society, Winnipeg. Pp. 386.
- By-law No. 104. 1910. Being a by-law of the City of Lethbridge to re-name the existing streets within the city by a system of numbers. Passed by Council 3 October 1910. Repealed by by-law No. 3107, 12 March 1973.
- By-law No. 2528. 1964. A by-law of the City of Lethbridge pursuant to provisions of The Planning Act 1963 to adopt a General Plan. Repealed by by-law No. 3573, 1980.
- Canada Post Corporation. 1986. Postal Code Directory Western Provinces. ISSN 0317-4239. Canada Post, Ottawa. Pp. 782.
- Canadian Permanent Committee on Geographical Names. 1976. Principles and Procedures. Surveys and Mapping Branch, Dep. Energy, Mines and Resources, Ottawa. Pp. 9.
- Carter, David J. 1980. Behind Canadian Barbed Wire. Tumbleweed Press, Ltd., Calgary. Illus. Pp. 333.
- Chiste, Arrigo. c. 1951. A history of the City of Lethbridge, 1870-1913, with particular emphasis on the Village of Stafford, 1900-1913. Maps. Typed manuscript in Sir Alexander Galt Museum archives, Lethbridge.
- City of Lethbridge. 1980. Policy guidelines for Municipal Names Committee. Adopted by council 8 December 1980.
- Council Minutes, City of Lethbridge. 1891-1985, Inclusive. In office of the City Clerk, BLT Building, Lethbridge.
- Delaney, John J. 1980. Dictionary of Saints. Doubleday & Company, Inc., Garden City, New York. Pp. 647.
- Dempsey, H. A. 1965. A Blackfoot Winter Count. Occas. Paper No. 1, Glenbow Foundation, Calgary. Pp. 20.
- Dempsey, Hugh A. 1969. Indian Names for Alberta Communities. Occas. Paper No. 4, Glenbow-Alberta Institute, Calgary. Pp. 20.
- Dempsey, Hugh A. 1980. Red Crow: Warrior Chief. Western Producer Prairie Books, Saskatoon. Pp. 247.
- Dempsey, Hugh A. 1982. History and Identification of Blood Bands. Pp. 94-104. In Ubelaker, Douglas H., and Herman J. Viola. Plains Indian Studies: A collection of essays in honor of John C. Ewers and Waldo R. Wedel. Smithsonian Institution Press, Washington, D.C.
- Dempsey, Hugh A. 1986. The Gentle Persuader: A Biography of James Gladstone, Indian Senator. Western Producer Prairie Books, Saskatoon, Pp. 219.
- den Otter, A. A. 1982. Civilizing the West: The Galts and the Development of Western Canada. Univ. of Alta. Press, Edmonton. Pp. 395.
- den Otter, A. A. 1986. South Alberta Coal. Horizon Canada 7(83): 1982-1987.
- Ferguson, Thomas L. 1975. The Story Behind The Names. The Lethbridge Herald, Lethbridge. 18 March P. 5
- Fooks, Georgia Green. 1983. Fort Whoop-Up: Alberta's first and Most Notorious Whisky Fort. Occas. Paper No. 11. Lethbridge Historical Society. Pp. 64.
- Fox, Leo. 1985. *Issoitapi* of the Blood Reserve. Kainai News. 1 April, P. 4.
- Geographical Board of Canada. 1928. Place Names of Alberta. King's Printer, Ottawa. Pp. 138.
- Hall, Warren, and Barbara Goodman. 1980. Reflections: Lethbridge Then and Now. Lethbridge Historical Society, Lethbridge. Pp. 144.
- Higinbotham, J. D. 1933. When The West Was Young. Ryerson Press, Toronto. Pp. 328.
- Holmgren, Eric J., and Patricia Holmgren. 1973. Over 2000 Place Names of Alberta. Western Producer Prairie Books, Saskatoon. Pp. 240.
- Horberg, Leland. 1952. Pleistocene drift sheets in the Lethbridge region, Alberta, Canada. Jour. Geol. 60 (4): 303-330.
- Johnston, A. 1966. The Battle at Belly River. Robins Printing, Lethbridge. Pp. 40.
- Johnston, A. 1966. Boats and Barges on the Belly. Herald Printing, Lethbridge. Pp. 48.
- Johnston, A. (Ed.) 1967. Indian Place Names. Lethbridge Historical Society Newsletter No. 2 (May). Pp. 1-4.
- From:** Dawson, G. M., and R. G. McConnell. 1884. Report on the region in the vicinity of the Bow and Belly Rivers, North-West Territories. Geol. and Nat. Hist. Survey of Canada. Dawson Bros., Montreal.
- Johnston, Alex. 1977. To Serve Agriculture: A history of the Lethbridge Research Station 1906-1976. Hist. Series No. 9. Can. Dep. Agr., Ottawa. Pp. 59.

- Johnston, Alex. 1982. Place Names and Old Maps. Lethbridge Historical Society Newsletter No. 6. ISSN 0382-9812. Lethbridge. P. 3-5
- Johnston, Alex. 1983. Nicholas & Marcella Sheran: Lethbridge's First Citizens. Alberta History. 31 (4): 1-10.
- Johnston, Alex. 1984. The CP Rail High Level Bridge in Lethbridge. Occas. Paper No. 12, Lethbridge Hist. Soc., Lethbridge. Pp. 40.
- Johnston, Alex, and Andy den Otter. 1985. Lethbridge: A Centennial History. Ronalds Printing, Western Division, Lethbridge. Pp. 240.
- Johnston, Alex, and Ted Bochan. 1986. Lethbridge: A Century of Fire Fighting. Graphcom Printers, Lethbridge. Pp. 164
- Johnston, Alex. 1986. A Brief History of Henderson Park. Lethbridge Historical Society Newsletter No. 5, ISSN 0382-9812. Lethbridge. Pp. 1-3.
- Knapp, Marguerite. (Ed.) 1983. Coaldale: Gem Of The West 1900-1983. Friesen Printers, Calgary. Pp. 984.
- LePard, R. 1984. Street Guide to the City of Lethbridge and District. Ideal Street Maps, Calgary, Alberta. Pp. 11
- MacGregor, James G. 1981. Vision of an Ordered Land: The Story of the Dominion Land Survey. Western Producer Prairie Books, Saskatoon. Pp. 202.
- MacLaine, Margaret. (Ed.) 1987. History of Royal View, Crystal Lake, Hyssop and Sunnyside Districts. Compiled by Sunnyside History Society, Lethbridge. (In preparation).
- Maclean, John. 1893. Blackfoot Mythology. J. Am. Folklore. Vol. VI. July-September. Pp. 69-74.
- Marshalsay, Barbara, and Margaret Wheeler. 1981. Lethbridge News and Macleod Gazette 1882-1900: A Subject and Biographical Index. Ronalds Western Printing Ltd., Lethbridge Division. Pp. 264.
- McWhirter, Norris D. (Ed.) 1986. The Guinness Book of Records 1986. Jarrold Printing, Norwich, Norfolk. Pp. 320.
- Mountain Horse, Mike. 1979. My People The Bloods. Glenbow-Alberta Institute, Calgary, and Blood Tribal Council, Standoff. Edited by Hugh A. Dempsey. Pp. 146.
- Palliser, John. 1863. The journals, detailed reports and observations relative to the exploration by Captain Palliser. Queen's Printer, London.
- Peat, Annie Laurie Stafford. 1978. Nineteenth Century Lethbridge. Occas. Paper No. 8, Historical Society, Lethbridge. Pp. 52.
- Porter, Sam G., and Charles Raley. 1925. A Brief History of the Development of Irrigation in the Lethbridge District. Typed and bound manuscript. Sir Alexander Museum archives, Lethbridge, Alta., Pp. 86.
- Revised Statutes of Alberta. 1970. The municipal government act. Chapter 246, pp. 3701-3877.
- Smith, June H. (Ed.) 1987. McLean School District No. 2900. Compiled by McLean School History Book Society, Lethbridge. (In preparation).
- Sutherland, Alexander. 1881. A Summer in Prairie-Land. Methodist Book & Publishing House, Toronto. Pp. 198.
- Van Luven, Lynne. 1980. Nikka Yuko Centennial Garden: A History. Ronalds Western Printing Ltd., Lethbridge. Pp. 36.
- Various issues of Lethbridge newspapers. On microfilm. Lethbridge Public Library, Lethbridge.
- Walker, David A. 1982. Montana Episodes: The 1885 Blackfeet Treaty Council. A Memoir by Henry R. Kennerly. Montana: The Magazine of Western History. Vol. 32 (1): 44-51.
- Walker, John. (Pres.) 1984. Our Treasured Heritage: A history of Coalhurst and District. Coalhurst History Society. Friesen Printers, Calgary. Pp. 673.
- Walker, Ursula. 1974. Development of Transportation and Coal Mining in southern Alberta. Term paper, Geography Department, University of Lethbridge.
- Watmough, Charles. (Pres.) 1982. The Bend: a history of West Lethbridge. West Lethbridge History Book Society. Friesen Printers, Calgary. Pp. 261.
- Watson, George. (Ed.) 1955. Reproduction of Railway Edition, The Lethbridge News: Opening of the Great Falls and Canada Railway. September 1890. Herald Printing, Lethbridge. Pp. 24.
- Watson, George, and Audrey Baines. 1975. Through The Looking Glass: A condensed history of the naming of streets and avenues in the City of Lethbridge. Leth. School District No. 51 and Hist. Soc. Pp. 14.
- Weasel Head, Pat, Laurie Plume and Glen Eagle Speaker. 1983. A History of Surnames on the Blood Reserve. Ninastako Cultural Centre, Blood Indian Reserve, Standoff. Pp. 36.
- Wheeler, Margaret, and Greg Ellis. 1987. Lethbridge News 1901-1906 and Lethbridge Herald 1905-1918: A subject and biographical index. Graphcom Printers, Lethbridge. Pp. 275.

One Of Our Ranchers

We paid a visit a few days ago to Mr. James Pierce's Rancho four miles north of this town. Opposite the ranch, on the bench lands, we noticed a fine herd of cattle feeding, owned by Mr. Pierce, who at the time of our arrival was busy with his cowboys counting his stock and cutting out some of his steers. Among the herd we noticed some fine speci-

mens of thoroughbred Durham bulls, also a thoroughbred Holstein bull — valued at \$600 — from which animal, the owner informed us, a first-class cross was made with his other cattle.

An old Montana stockman, James Pierce for many years lived and raised stock in that country, until last year, when he pulled up stakes and drove his stock across the line and located here — in God's country.

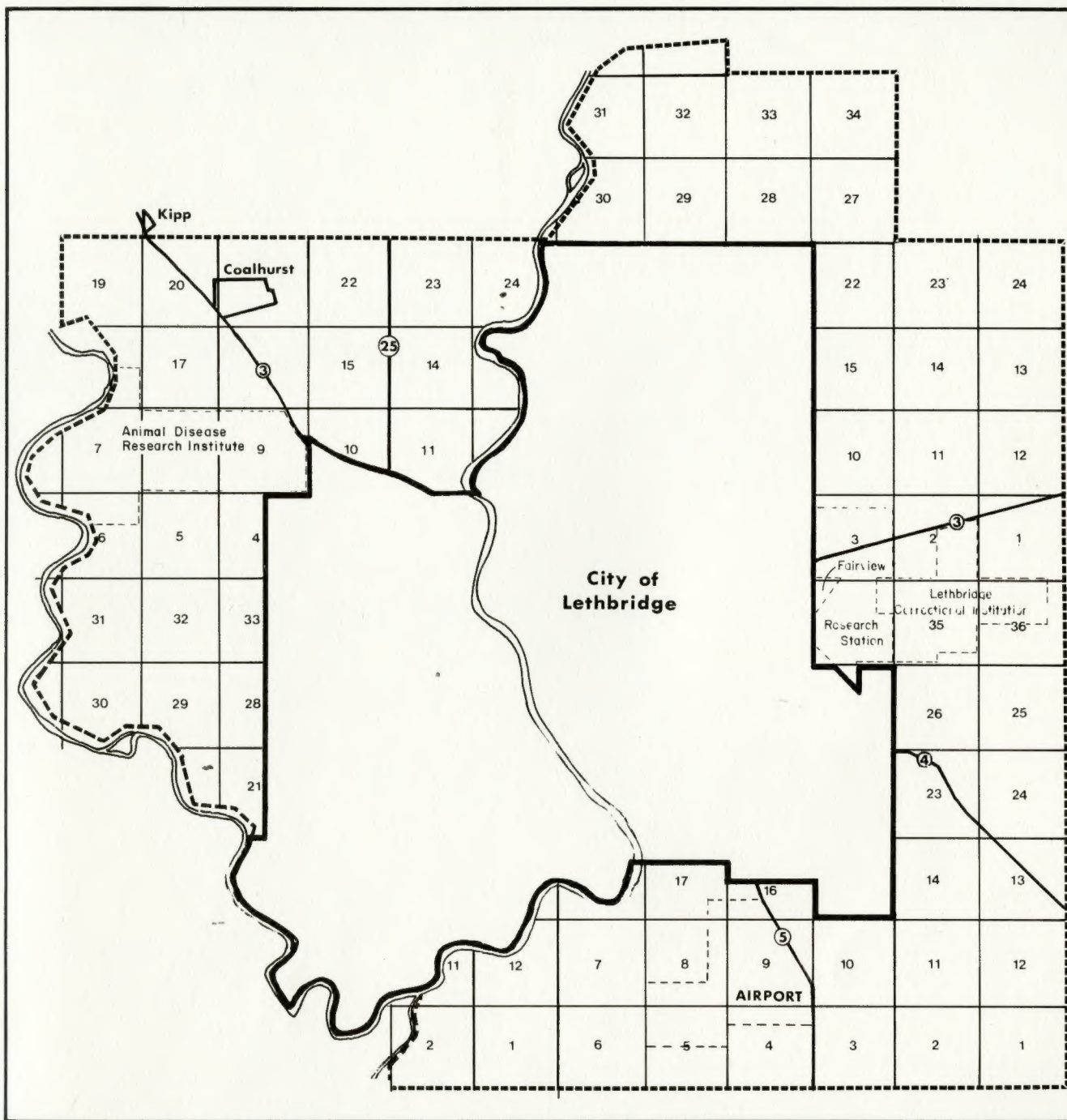
The Lethbridge News, 5 February 1886.

Index

The manuscript is already partially indexed, particularly Chapter 2, in which many entries are listed numerically, and Chapters 3 to 5, inclusive, in which entries are listed alphabetically. The items indexed below tend to be those that are included as secondary names or items in chapter entries.

- | | | |
|-------------------------------------|-----------------------------------|-----------------------------------|
| Adams, Elias (Shorty), 31 | Chinook, description, 47 | Glendenning, C. S., 76 |
| ADRI (Western), 51 | Chinook, names, 47 | Glyn, George Carr, 17 |
| Airport Road, 11 | Chobator, Wasyl, 51, 76 | Good Roads Assoc., 71 |
| Aldous, Montague, 17, 19, 22, 23 | Circus, Barnum & Bailey, 58 | Gooder, Dorothy Mary, 44 |
| Alexander, Lorenzo, 31 | Circus, Ringling Bros., 58 | Grace, A. M., 21 |
| Annexations, 25 | Circus, Sells-Floto, 58 | Green Acres, place name, 47 |
| Archmount Memorial Gardens, 58 | City Stores, 73 | Guinness Book of Records, 65 |
| Art Batty Construction, 63 | Coal Banks or Sik-ooh-kotok, 9 | Guns, WW1 souvenirs, 37 |
| Bailey, Joseph, 21, 43 | Coaldale, house and town, 57 | Haimes, James, 63 |
| Baker, Isaac G., 20, 72 | Colliery Spur, 58 | Hamilton, Alfred Baker, 9, 72 |
| Bankhead, 70 | Columbia Macaroni factory, 73 | Hamilton, G. F., 76 |
| Barford, Morris, 43 | Coutts Road, 11 | Hammerburg, Olaf, 24 |
| Barker, E. N., 12 | CP Rail High Level Bridge, 11, 58 | Hangings, Lethbridge, 76 |
| Barnes, William, 21 | Crabb, Edward, 17 | Hardie, W. D. L., 24 |
| Barnsley, Arthur, 24 | Crowsnest Pass railway, 11 | Hasson, Eugene (Paddy), 54 |
| Barracks square, NWMP, 32 | Cutbill, Beatrice Mary, 19 | Hatch, George M., 21, 36, 71 |
| Bawden, John W. and R. P., 21 | Cutbill, Edward, 21 | HBC Athletic Assoc., 34 |
| Belly River, 9, 14-15 | Cutbill, Louise, 20 | Healy, John Jerome, 9, 72 |
| Benton Trail, 9 | Dallas Hotel, 55 | Higinbotham, John D., 24 |
| Beny, C.F.J., 76 | Davis, Donald Watson, 20 | Holberton, F. W., 76 |
| Bloods, tribal leaders, 33 | Dawson, G. M., 9, 20, 51, 69, 73 | Hollick-Kenyon, H., 63 |
| Bompas, George Cox, 17 | Dogtown, 24 | Hopkins, Fred, 24 |
| Borgal, Mrs. Pearl, 76 | Driver, Keith, 12 | Houk, George W., 7, 54 |
| Botterill, Thomas, 31 | Duff, John 24, 59 | Huff, Floyd, 64 |
| Bowman, Charles Broughton, 20 | Eckstorm, C. J., 55 | Indian Battle 1870, 37 |
| Breweries, hop beer, names, 71 | Evans, T. M., 20 | Jarvie, J. Allan, 27 |
| Brewery Hill Road, 8 | Fairfield, W. H., 12, 38, 76 | Keeling, Edward A., 1, 6 |
| Brickyard Coulee Road, 8 | Fane, Mrs. Frank (Duff), 31 | Kipp's Coulee, 9 |
| Bridge Inn Hotel, 68 | Fidler, Peter, 65 | Kipp, Joe, 58 |
| Bruce, John, 21 | Fisher, Hon, Sidney, 21 | L'Heureux, Jean, 69 |
| Bruner, Peter Charles, 21 | Fleetwood, J. Harry, 21 | Lacombe, Father Albert, 69 |
| Brunton, Spencer, 21 | Floods, 1902, 10 | Leth. Brick & Terra Cotta Co., 16 |
| Burdett-Coutts, Baroness, 21, 39 | Ford, William, 17 | Lethbridge addresses, 29 |
| Burdett-Coutts, William, 17, 23, 39 | Fort Walsh Trail, 9 | Lethbridge Res. Stn., 13, 51, 65 |
| Cameron, Sir Roderick W., 19 | Fort Whoop-Up, 9 | Lethbridge, European names, 2 |
| Campbell, J. M., 76 | Foster, Roy, 64 | Lethbridge, Indian names, 2 |
| Can. North-West Irrigation Co., 12 | Freeman, Manfred, 64 | Lethbridge, William, 2, 17 |
| Card, Douglas J., 76 | Galbraith, Dr. W. S., 21, 24 | Little Hill, 68 |
| Carpenter, J. H., 67, 73 | Galt Gardens Park, 30, 33 | Little Italy, 26 |
| Cemetery, proposed names, 72 | Galt, Elliott, 23, 31 | Little Judea, 26 |
| Children's Shelter, 63 | Galt, Sir Alexander, 21 | Little Wigan, 24, 26 |
| Chinatown, 26 | Galts, A. T. and E. T., 12-13, 17 | Lowe, H., 76 |
| Chinook Trail, 15, 28 | Gibbons, R. V., 24 | Luco, George, 70 |

Luco, Robert M., 27
 Macbeth, Hugh, 21
 Magrath, C. A., 7, 18, 20, 21, 23
 Manning, E. C., 10, 72
 Manson, G. F., 76
 Marinaro, N. and O., 73
 Marquis Hotel, names, 72
 Marty, Louis, 27
 McKay, Daniel J., 21
 McKillop, Rev. Charles, 21, 24
 McLean, Hon. A. J., 45, 65
 Medicine Hat Trail, 9
 Meech, H. W., 63
 Mewburn, Dr. F. H., 21
 Misbach, Paul, 64
 Mitchell, J. H., 31
 Mountain View Cemetery, 58, 72
 Municipal Names Comm., 27, 29, 74
 Naismith, P.L., 11
 Named streets, 17-24
 Nanton, Sir A.M., 21
 Neighborhoods, 1987, 35
 Niven, Robert, 21
 Number Six, 24
 Number Three, 24
 NWMPolice, 9, 42, 51
 Oldman River ferries, 9
 Oliver, William, 21
 ORRPC, 26
 Pahulje, Ludvig, 26
 Parfitt, Mrs. M. H., 76
 Paris, William, 21
 Park, Altabridge, 34
 Park, Eckstorm, 17, 36
 Park, Queen Victoria, 33
 Parks department, 31
 Partridge, 58
 Paterson, D., 76
 Patterson, Jacob Lunard, 20
 Peard, Mr. and Mrs. J. L., 27
 Peenaquim, 33, 44
 Perry, James Richard, 24
 Pest House, 63
 Pierce, James F., 24, 55, 78
 Playground, Lions, 39
 Plunkett & Savage, 50
 Popson, Steve and Mike, 55
 Postmen, 1911, 22
 Prairie View, 58
 Public Cemetery, 58
 Quarantine hospital, 63
 Redpath, Peter, 17
 Reed, Job, 21
 River steamers, 12
 Riverbottom, history, 32
 Roads, 1920s, 10
 Robins, G. R., 76
 Rogers, George, 21
 Ross, James Gibb, 21
 Round, Edmund, 17
 Russell, Frank A., 54
 Russell, George F., 54
 Saloons, names, 71
 Scenic Drive, names, 68
 Seen From Afar, 33, 44
 Sheran, Nick, 9, 32, 45, 56
 Sherring, Frank, 14
 Shot Both Sides, Jim, 31
 Sifton, Clifford, 20
 Sisters, FCJ, arrival, 46
 Six-Mile Coulee Road, 10-11, 31
 Slavtown, 26
 Smallpox, 69
 Smith, Lawrence, 26
 Smith, William H., 17
 Southeast Entrance Rd, 11
 Stafford Village, 24, 49
 Stanley, R., 76
 Starnes, Inspector Cortlandt, 21
 Stauffer, Jake B., 51
 Stewart, C. R., 63
 Stewart, J. S., 51
 Street Naming Comm., 27
 Street railway system, 70
 Subdivisions, city, post-war, 27-29
 Subdivisions, city, to 1913, 24-25
 Subdivisions, rural, post-war, 27
 Subdivisions, rural, to 1913, 25
 Subdivisions, West Lethbridge, 28
 Sunken Garden, 51
 Tarsands, in construction, 71
 Temple Hill, 9
 Tickner, Ernest J., 71
 Town Planning Comm., 12-13, 76
 Town survey 1885, 17, 19
 Town survey 1890, 17-18
 Tracy, Joseph P., 46
 Traffic bridge 1890, 14
 Traffic bridge 1903, 15
 Turner, C. M., 21
 Vair, John James, 24
 Vince, Arthur Robert, 21
 Wallwork, Helen, 17, 21
 Wallwork, James, 17, 21
 Wallwork, Nathan, 17
 Wallwork, Rachael, 17, 21
 Waterton, Charles, 20
 Watson, Allan J., 76
 Watson, George, 68, 76
 Watson, Robert, 21
 West Lake, 51
 West Lethbridge, names, 27
 Whitney, David John, 31
 Williams, George, 24
 Wilson, E. H., 21, 49
 Wilson, George Fenwick, 47
 Woollen Mill, 16, 73



The study area: The 1987 limits of the City of Lethbridge plus that portion of the County of Lethbridge involved in the county-city joint general municipal plan.



LETHBRIDGE PLACE NAMES

Alex Johnston / Barry R. Peat